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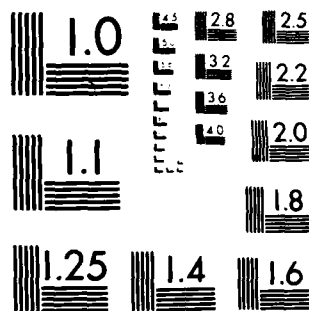
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HYDROMECHANICS, INC.

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by

Paul Kaplan, James Bentson and Moshe Benatar

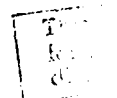
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face which represents the boundary for the lower half-plane. The integral equation for solution of this problem to determine the pressure is established and solved analytically, with evaluation carried out by means of digital computation in terms of the various physical parameters and those obtained from the mapping procedure.

The solution provides the pressure distribution at different sections on the hull, from which the total forces are then determined via integration with this strip theory approach. In addition the effects of different mode shapes of hull vibration are incorporated in order to obtain generalized forces for determining hull vibration responses. Illustrations of results are given for a representative naval auxiliary vessel.

The effect of different section shapes and dimensions in establishing body solid boundary factors (relative to the free space pressure) is also demonstrated. An extension of the basic analysis is applied to the problem of a ship section with adjacent rigid boundaries on the free surface similar to the case of particular cavitation tunnel test facilities, thereby providing a method of evaluating boundary effects of laboratory test facilities relative to full scale flow conditions.



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HYDROMECHANICS, INC.

ANALYTICAL PREDICTION OF PRESSURES
AND FORCES ON A SHIP HULL DUE TO
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ABSTRACT

An existing technique for determining free space pressures generated by a cavitating propeller operating in a ship wake is used as the basic input for determining the pressure distribution on various ship sections. The procedure involves establishing a boundary value problem on the ship section and the free surface, with appropriate conformal mapping operations that allow conversion of the problem to a more simplified boundary, viz. a flat plate and its adjacent free surface which represents the boundary for the lower half-plane. The integral equation for solution of this problem to determine the pressure is established and solved analytically, with evaluation carried out by means of digital computation in terms of the various physical parameters and those obtained from the mapping procedure.

The solution provides the pressure distribution at different sections on the hull, from which the total forces are then determined via integration with this strip theory approach. In addition the effects of different mode shapes of hull vibration are incorporated in order to obtain generalized forces for determining hull vibration responses. Illustrations of results are given for a representative naval auxiliary vessel.

The effect of different section shapes and dimensions in establishing body solid boundary factors (relative to the free space pressure) is also demonstrated. An extension of the basic analysis is applied to the problem of a ship section with adjacent rigid boundaries on the free surface similar to the case of particular cavitation tunnel test facilities, thereby providing a method of evaluating boundary effects of laboratory test facilities relative to full scale flow conditions.

INTRODUCTION

During the past 25 years extensive studies have been carried out, both theoretically and experimentally, relating to the bearing forces acting on a propeller in a ship wake as well as determining the free space hydrodynamic pressure generated by such a propeller in that operating mode. While most of these studies were initially concerned with propellers for which cavitation was not present, the occurrence of cavitation on the propeller has led to free space pressures that are an order of magnitude larger than those associated with the noncavitating propeller. The occurrence of cavitation is usually present in a limited angular region about the upright (i.e. 12 o'clock) position of the propeller blade as it encounters a wake field that varies significantly in that region. This large pressure due to cavitation results from the rapid growth and collapse of the cavity volume which begins in the region of the blade tips.

In view of the importance of this effect of cavitation which leads to these high pressures, and the interest by designers in various propeller modifications that could result in reduced tip clearance and changes in the local hull shape in proximity to the propeller, it is important to have a method that could predict the magnitude of the pressures as well as the forces acting on the ship hull due to the effects of the cavitation that may occur on the propellers under those conditions. Some work has been previously published (Kaplan et al, 1979) that allows determination of the vibratory hydrodynamic pressures arising from propeller cavitation, and that work has demonstrated a fair degree of success in prediction and correlation with a number of experimental measurements (both model and full scale). This particular tool can be used as a basic element to determine the extent of possible vibratory problems associated with design variations of propeller-hull form

configurations for different applications.

The method of (Kaplan et al, 1979) is primarily concerned with determining the basic free space pressures associated with the occurrence of cavitation. What is important for further practical utility would be a method that allowed accurate determination of the pressure distribution on various sections of a ship hull due to these cavitating propellers. The usual procedure has been to multiply the free space pressure by a factor of 2, reflecting the influence of a large flat boundary. Since all ship sections do not necessarily have such a characteristic, an appropriate analysis should be made to determine the proper pressure distribution on a ship section.

In addition to the determination of pressure per se, it is recognized that any vibration analysis would require determining the total forces acting on the ship hull due to the propeller-induced pressures. There are a number of different ways in which this can be done at present, either by solution of a diffraction problem as in the work of (Breslin and Eng, 1965) or by use of the reciprocity relations derived by (Vorus, 1974). Another possibility would be to integrate the pressure distribution along each section, if that information is available. Regardless of which way is considered for determining the force by any of the methods discussed above, an extensive degree of analysis and/or computation is necessary in order to determine the total forces with the present state-of-the-art.

The present report describes a technique for determining the pressure distribution at various ship sections as a function of the ship section geometry, using information on the free space pressure field due to a cavitating propeller in a wake. Another element of this work is a simple determination of the total force on different ship sections, from which the entire vibratory force can be evaluated. A description of the procedures that are used to obtain all of these results is given in the following sections of this report.

FREE SPACE PRESSURES, INCLUDING CAVITATION EFFECTS

Since the present work applies and extends the procedures developed by (Kaplan et al, 1979), some of the basic concepts used in that particular study are described here. The procedure in (Kaplan et al, 1979) initially makes use of an existing computer program and analysis (Tsakonas et al, 1976, 1977) developed at Davidson Laboratory to predict the blade forces acting on a non-cavitating propeller operating in a ship wake. The information on the radial distribution of blade forces from (Tsakonas et al, 1976) is used to establish values of local camber and angle of attack distributions along the propeller span. These quantities, which establish local propeller blade section inflow velocity, cavitation index, etc., are used to evaluate the cavitation quantities appropriate to a particular propeller and wake at each propeller section of interest by use of a two-dimensional quasi-steady model of cavity flow (Geurst and Verbrugh, 1959). The cavitation quantities of interest in this case are the section force coefficients (C_L , C_m , etc.) and the local cavity area for each section, which are found for conditions appropriate to partial cavitating flow ($\ell/c < 1$, where ℓ = cavity length and c = chord length), supercavitating flow ($\ell/c > 1$), and the important "transition" range between these two cavitation regions.

With the basic cavitation properties described above, the analysis of (Kaplan et al, 1979) establishes a general representation of the velocity potential and hydrodynamic pressure field associated with a time-varying cavity on a propeller blade. The expressions contain terms associated with the effect of changing thickness and loading of the propeller, as well as the important source-like contribution associated with the changing volume of the cavity on the propeller (obtained in terms of the distribution of cavity sectional area along the span of each propeller blade). The total free space pressure at any point is then found by

the sum of the terms corresponding to the cavitation effect (cavity source effect and loading) as well as the effects of the non-cavitating propeller found from (Tsakonas et al, 1977). In most practical cases the non-cavitating propeller contribution is essentially negligible in comparison with the contributions arising from cavitation.

The expression for the field pressure due to the cavity effect on the propeller is given in terms of variables related to the coordinate system shown in Figure 1, and is given by

$$p_c = \frac{\rho_f \Omega}{4\pi} \int_{r_c(\theta)}^{r_o} \left\{ \frac{1}{R^3} \frac{\partial A_c}{\partial \theta} \left[\bar{U}x - \Omega r \left(1 + \frac{1}{2r} \frac{\partial l}{\partial \theta} \right) \cdot \sin \left[\theta + \sigma_s - \phi - \frac{(c-l)}{2r} \right] \right] \right. \\ \left. + \frac{\Omega}{R} \frac{\partial^2 A_c}{\partial \theta^2} \right\} dr \quad (1)$$

In this expression R is the distance from any blade element to the field point; \bar{U} is the mean axial velocity averaged over the propeller disc; r is the radial coordinate along the propeller blade; A_c is the cavity area; Ω is the propeller angular velocity; σ_s is the skew angle of the blade. The radiated field pressure due to the cavity can be seen to contain sources with strength proportional to $\partial^2 A_c / \partial t^2$ and dipoles (axial and transverse) with strength proportional to $\partial A_c / \partial t$, together with a dependence on the cavity length and its variation with time.

The field pressure due to the change in loading arising from cavitation is expressed by

$$p_l = - \frac{1}{4\pi} \int_{r_c}^{r_o} \frac{\partial}{\partial n} \left(\frac{1}{R} \right) \Delta L_{cav}(r,t) dr \quad (2)$$

where the integration is carried out over the cavitated region on the blade. The quantity ΔL_{cav} is the change in lift of each radial section of the propeller blade due to cavitation, and the operation $\partial / \partial n$ represents the normal derivative relative to the helicoidal surface. The various operations to obtain the lift due to cavitation, the angle of attack, force coefficients, cavity characteristics, etc. used in

the evaluation of Eqns. (1) and (2) are described by (Kaplan et al, 1979).

The values of pressure due to cavity geometry variations (from Eqn. (1)) and pressure due to load changes due to cavitation (from Eqn. (2)) are added together to produce the total pressure due to cavitation for a single blade. This is evaluated as a function of time (or blade angle) during a single propeller rotation, and the resulting time history is then Fourier analyzed in terms of the shaft rate and higher harmonics. With proper allowance for relative blade phasing the total effect for the entire propeller is obtained by summing all the harmonic components, which results in final output pressure at the propeller blade rate and its harmonics.

The results obtained by this method (Kaplan et al, 1979) showed good agreement for measured point pressures on a ship hull, for both model and full scale conditions. The model test results were obtained in European research establishment water tunnels using simulated wakes and dummy stern regions, while full scale data was obtained from direct measurements at sea. In view of the good agreement with measurements exhibited by (Kaplan et al, 1979), which includes the important higher harmonics of blade rate, the basic theory used there appears to be a valid representation of the important effects occurring due to propeller blade cavitation.

METHOD OF ANALYSIS - PRESSURE DISTRIBUTION ON SHIP SECTIONS

With knowledge of the free space pressure due to the propeller it is necessary to determine the effect of different ship sections on the actual pressures experienced on the ship hull boundary, i.e. the effect of the ship hull in changing the magnitude of the incident free space pressure. The basic method of analysis used here assumes that a strip theory method is applicable, with the effect of the ship hull section determined by means of a two-dimensional analysis. This procedure is considered to be applicable to the present case since the rate of spatial decay of the pressure field is primarily due to the changing volume of the cavity, which acts as a source whose rate of spatial variation is much smaller than that due to loading variations that has been the primary influence for non-cavitated propellers.

The effect of the ship hull section is evaluated by assuming that the sections can be represented in terms of a multi-parameter conformal mapping that generalizes the Lewis form method (Lewis, 1929) for ship sections. In the present case the incident flow field is that due to the free space pressure field of the propeller, which is evaluated in the plane of the ship section of interest. The method of formulating the boundary value problem appropriate to this type of approach is given below.

Boundary Value Problem

The boundary value problem is established in terms of the pressure as the dependent variable, with the pressure determined by a linear operation on the velocity potential, i.e.

$$p = - \rho_f \left(\frac{\partial}{\partial t} + \bar{U} \frac{\partial}{\partial x} \right) \phi \quad (3)$$

where ϕ = the velocity potential and the pressure is expressed with respect to atmospheric pressure as a reference. On that basis the boundary value problem for any ship section

is expressed as shown in Figure 2, where the pressure is assumed to be zero on the free surface due to the high frequencies associated with propeller vibratory effects. The requirement that the normal derivative of the pressure is zero on the section boundary follows from the requirement that $\partial\phi/\partial n = 0$ on that boundary; since pressure is defined in terms of linear differentiation operations on the potential, this boundary relationship then follows.

The problem can be simplified further by decomposing the pressure field into a sum of contributions due to the incident flow field p_p due to the propeller free space pressure, p_i due to the image with respect to the free surface, and the additional pressure p' representing the effects of the ship section

$$p = p_p + p_i + p' \quad (4)$$

The image pressure is selected so that $p_p + p_i = 0$ on the free surface. This is easily accomplished using the representation in Eqns. (1) and (2) (Kaplan et al, 1979) with a simple change in the definition of the distance R for the image terms. The resulting boundary value problem on the free surface and on the ship section boundary is given in Figure 2 in terms of values of the pressure p' , i.e.

$$p' = 0 \quad , \quad \text{on free surface} \quad (5)$$

and

$$\frac{\partial p'}{\partial n} = -\left(\frac{\partial p_p}{\partial n} + \frac{\partial p_i}{\partial n}\right), \quad \text{on the section boundary} \quad (6)$$

The normal derivative of the propeller free space pressure and its image are known functions determined from the properties of the pressure field due to the cavitating propeller, which can be determined from the work of (Kaplan et al, 1979).

This boundary value problem can be put into a simpler form by means of conformal transformations from a ship section

to a unit radius semicircle and from there to a flat plate. In this manner the various boundary values of the pressure and its derivatives are also transformed in such a way that the problem complexity is reduced and the boundary is simplified.

Introducing the complex potential W , whose real part is taken as the pressure, the complex derivative of W in the physical body plane defined by $Z = y + iz$ is given by

$$\frac{dW}{dZ} = \frac{\partial p}{\partial y} - i \frac{\partial p}{\partial z} \quad (7)$$

The flow in the body plane is then transformed to the circle plane (ζ -plane) by means of a conformal mapping defined by

$$Z = a_1 \left[\zeta + \sum_{n=1}^{\infty} a_{n+1} \zeta^{(-2n+1)} \right] \quad (8)$$

The mapping function from the body plane to the circle plane defined by Eqn. (8) requires a_{n+1} to be found in order to relate the coordinates in the body plane to points along the semicircle. The coefficient a_1 is selected as a normalizing factor so that the transformation goes from the body to a semicircle of unit radius.

The complex pressure gradient determined from the complex potential W is then transformed into the circle plane by means of the operation

$$\frac{dW}{d\zeta} = \frac{dW}{dZ} \frac{dZ}{d\zeta} \quad (9)$$

With $\zeta = \xi + i\eta = e^{-i\phi}$ on the unit circle, Eqn. (9) then becomes

$$\frac{dW}{d\zeta} = \frac{\partial p}{\partial \xi} - i \frac{\partial p}{\partial \eta} = a_1 \left(\frac{\partial p}{\partial y} - i \frac{\partial p}{\partial z} \right) \left[1 - \sum_{n=1}^{\infty} (2n-1) a_{n+1} e^{i2n\phi} \right] \quad (10)$$

which leads to

$$\frac{\partial p}{\partial \xi} = a_1 \frac{\partial p}{\partial y} \left[1 - \sum_{n=1}^{\infty} (2n-1) a_{n+1} \cos 2n\phi \right] - a_1 \frac{\partial p}{\partial z} \sum_{n=1}^{\infty} (2n-1) a_{n+1} \sin 2n\phi \quad (11)$$

and

$$\frac{\partial p}{\partial \eta} = a_1 \frac{\partial p}{\partial z} \left[1 - \sum_{n=1}^{\infty} (2n-1) a_{n+1} \cos 2n \eta \right] + a_1 \frac{\partial p}{\partial y} \sum_{n=1}^{\infty} (2n-1) a_{n+1} \sin 2n \eta \quad (12)$$

As shown in Figure 3, the mapping then proceeds from the unit semicircle to a flat plate (w -plane) by means of the transformation

$$w = \frac{1}{2} \left(\zeta + \frac{1}{\zeta} \right) \quad (13)$$

where $w = x + i\beta$. The pressure gradient relations are then

$$\frac{dW}{dw} = \frac{\partial p}{\partial \alpha} - i \frac{\partial p}{\partial \beta} = \frac{dW}{d\zeta} \frac{d\zeta}{dw} \quad (14)$$

where

$$\frac{d\zeta}{dw} = 1 \pm \frac{w}{\sqrt{w^2 - 1}} \quad (15)$$

Since in conformal mapping procedures the normal to the surface is preserved, the pressure gradient $\partial p / \partial \beta$ normal to the flat plate corresponds to the transformed value of the normal derivative of the pressure on the original body section. For the lower surface of the flat plate, which corresponds to the body section boundary, this leads to

$$\frac{\partial p}{\partial \beta} = \frac{\partial p}{\partial \eta} - \frac{\partial p}{\partial \xi} \frac{\alpha}{\sqrt{1-\alpha^2}} \quad (16)$$

The boundary value problem is then shown in Figure 3 as a mixed boundary value problem for the pressure p' along the entire real axis of the w -plane. All that is needed for establishing the values of the normal derivative along the plate boundary are the values of the a_n quantities in the transformation to the circle plane give by Eqn. (8). Those values are found by a method based upon a least squares-sequential iterative procedure (von Kerczek and Tuck, 1969) for which a computer program was established. The program considered 7 values of the a_{n+1} coefficients (plus the value of a_1) for proper representation of ship sections of practical interest.

INTEGRAL EQUATION - FORMULATION AND SOLUTION

The boundary value problem on the flat plate plane (w -plane) can be solved by establishing an integral equation by the use of Green's theorem. The Green's function is selected as

$$G(u, v; \alpha, \beta) = \ln \sqrt{(u-\alpha)^2 + (v-\beta)^2} - \ln \sqrt{(u-\alpha)^2 + (v+\beta)^2} \quad (17)$$

for which

$$G(u, 0; \alpha, \beta) = 0 \quad (18)$$

$$G_v(u, 0; \alpha, \beta) = \frac{-2\beta}{(u-\alpha)^2 + \beta^2} \quad (19)$$

Applying Green's theorem to a contour along the real axis with a large circular arc in the lower half-plane and small arcs about the points ± 1 , and on the limit as to the small arcs $\rightarrow 0$ and the radius of the large circle $\rightarrow \infty$, this leads to

$$\begin{aligned} p'(\alpha, \beta) &= \frac{1}{2\pi} \int_{\text{real axis}} (G p'_v - p' G_v) du \\ &= \frac{1}{2\pi} \int_{-1}^1 p'(u, 0) \frac{\partial}{\partial \beta} \ln \left[(u-\alpha)^2 + \beta^2 \right] du \end{aligned} \quad (20)$$

which is the Poisson formula for the half plane.

Since p'_β is known on the plate, differentiate with respect to β leading to

$$\begin{aligned} p'_\beta(\alpha, \beta) &= \frac{1}{2\pi} \int_{-1}^1 p'(u, 0) \frac{\partial^2}{\partial \beta^2} \ln \left[(u-\alpha)^2 + \beta^2 \right] du \\ &= -\frac{1}{2\pi} \frac{\partial^2}{\partial \alpha^2} \int_{-1}^1 p'(u) \ln \left[(u-\alpha)^2 + \beta^2 \right] du \end{aligned} \quad (21)$$

by means of the Laplace equation. Integrating both sides with respect to α (from -1 up to α), and letting $\beta \rightarrow 0$ while taking ap-

appropriate limits and values, leads to

$$c + \int_{-1}^{\alpha} f(s) ds = \frac{1}{\pi} \int_{-1}^1 \frac{p'(u)}{u-\alpha} du \quad (22)$$

where $f(x)$ is the known value of p'_g along the flat plate. As discussed previously that value is found at any ship section from knowledge of the propeller and free surface image pressure gradients and the mapping coefficients (multiparameter transformation from Z to ζ -planes), with the basic expressions shown in Eqns. (11), (12) and (16).

The singular integral equation in Eqn. (22) is essentially the same as that in (Kaplan and Sargent, 1972) and the solution is also similar. With the requirement of the solution being bounded at both ends (± 1), it is given by

$$p'(\alpha) = -\frac{1}{\pi} \sqrt{1-\alpha^2} \int_{-1}^1 \frac{\int_{-1}^u f(s) ds du}{\sqrt{1-u^2} (u-\alpha)} \quad (23)$$

as indicated by the methods in (Muskhelishvili, 1963).

The solution in Eqn. (23) is evaluated by defining new variables, i.e. $u = \cos \theta$, $\alpha = \cos \theta_0$ and it is assumed that the integral $\int_{-1}^u f(s) ds$ can be expanded into a Fourier series form in terms of cosines, viz.

$$\int_{-1}^u f(s) ds = \sum_{n=1}^{\infty} A_n \cos n\theta \quad (24)$$

Substituting the new variables and the Fourier expression of Eqn. (24) leads to

$$p'(\alpha) = -\sum_{n=1}^{\infty} A_n \sin n\theta_0 \quad (25)$$

where $\theta_0 = \cos^{-1} \alpha$, by use of the Glauert integrals of airfoil theory (Glauert, 1937).

The pressure distribution along the ship section boundary of interest is found by adding the contribution from Eqn. (25)

together with the free space pressure of the cavitating propeller as well as its free surface image. The computational procedure considers the separate sine and cosine harmonic terms at blade rate and higher harmonics from each constituent term, adding all contributions to each oscillatory function and then determining the resulting amplitude and phase of the final total pressure signal on the boundary.

The pressure distribution is determined at points along the section boundary that correspond to points that are equally spaced in the unit circle in the ξ -plane, i.e. equally spaced angles. This procedure assists in the determination of the Fourier cosine coefficients in the expansion of Eqn. (24). The location of the points on the section in the Z-plane is readily determined by use of Eqn. (8), which establishes the locations at which the pressures and pressure gradients from the cavitating propeller and its free surface image are to be calculated.

The total lateral and vertical force on each section are determined by integrating the pressure along the boundary, with appropriate account of directions, separate sine and cosine components for each harmonic of blade rate, etc. With knowledge of the sectional forces obtained in this manner the total forces are obtained by integrating the section forces along the length of the hull, which is the conventional procedure employed in strip theory analyses. Devoting the local sectional forces as $F'_z(x)$ and $F'_y(x)$ for the vertical and lateral forces, the total vertical and lateral forces on the ship due to the pressures arising from a cavitating propeller are represented by

$$F_z = \int F'_z(x) dx, \quad F_y = \int F'_y(x) dx \quad (26)$$

The integrations in Eqn. (26) extend over a length region for which appreciable pressures and forces exist on the ship, which is determined either computationally, or by establishing a cut-off level, or arbitrarily to some location such as up

to midships at which the pressures and forces will generally be negligible. When considering the force information to determine forced vibratory response of a ship, by use of a modal method of analysis as an example (McGoldrick, 1960), the total force integral is weighted by a modal weighting function, viz. the normal mode shape $X_i(x)$ for the i^{th} normal mode. The generalized modal force is then represented by

$$F_{z_i} = \int F'_z(x) X_i(x) dx \quad (27)$$

as a typical example, with appropriate consideration of the particular blade rate harmonic force values being used in such expressions. The use of a strip theory approach, with modal weighting from response analysis, has been used in various ship dynamic problems such as slamming response analysis (Kaplan and Sargent, 1972) and has proven to be a useful method for response predictions.

A listing of the computer program that solves the integral equation in the manner described above for use in determining the pressure distribution along the ship section is given in the Appendix. This computer program includes within its various procedures the calculation of the free space pressure due to a cavitating propeller; the pressure contribution due to the image; the determination of the various required pressure gradients; the conformal mapping and other coordinate transformations; etc. The procedures for determining the total forces acting on the ship, as well as the generalized modal forces, are also included in this program.

APPLICATION AND DISCUSSION OF RESULTS

In order to illustrate the nature of the results obtained from the preceding analysis, some representative calculations are carried out. The basic computational procedures that are necessary for the case of a cavitating propeller for a particular ship are described in block diagram form in Figs. 4 and 5. The procedure in Fig. 4 represents the various steps associated with the calculation of the pressure field arising from a particular propeller in a specified wake field, as described by (Kaplan et al, 1979). The diagram in Fig. 5 essentially describes the procedures developed in the present report.

The particular case illustrated here considers the auxiliary naval vessel designated as AO-177, which is a single screw tanker vessel. The propeller has 7 blades, with 45 deg. skew angle, with a 21 ft. diameter. This ship has been studied in a number of special investigations, with consideration of the occurrence of cavitation on the propeller blades due to the particular ship wake, e.g. (Bentson and Kaplan, 1981a, 1981b). Model tests have been carried out by David Taylor Naval Ship Research and Development Center for the basic ship to measure its wake field, as well as for the case where special flow-modifying fins were installed on the ship, with that data provided as input information that is used for the present calculations.

For the present purpose the particular wake, propeller design, etc. of the AO-177 is used only as a means of illustrating the nature of results for representative ship sections when using the present analysis. The various representative ship sections used for illustrating the present results are not necessarily those of the AO-177, although the flow field from which the propeller cavitation disturbing flows arise does correspond to that particular ship. The first case illustrated is that of a flat plate with a width of 60 ft. which is located in the free surface, where that section is assumed to be located at a distance of

5 ft. aft of the propeller plane (i.e. $x=5$ ft.). The wake field is that corresponding to the AO-177 fitted with the fins.

Calculations were made to determine the free space pressure along this flat plate section, as well as using the methods of the present analysis to determine the actual pressure inclusive of all other flows that would satisfy the boundary conditions of the present problem. An important feature of the results is not necessarily the pressures per se, but the ratio of the pressure along the plate to that of the free space pressure at each point along the plate. The results of this computation are shown in Fig. 6 illustrating the ratio of the pressure on the plate to the local free space pressure. Two curves are shown here in order to illustrate the accuracy of the results as a function of the number of points along the plate that are taken as input information for the integral equations. The differences due to the different number of points are more predominant in the region of the larger pressures, although the extent of such differences is not very significant. It can be seen by examination of Fig. 6 that the pressure on the plate increases to a value of the order of 2.6 times the local free space pressure, with the values of the pressure falling off to zero at the ends of the plate as expected. The average pressure for this distribution was found by means of integration, and was found to be 1.94 as is also illustrated in Fig. 6, with that value being close to the usual assumed value of the factor of 2 that is applied to free space pressures when determining pressure effects along a boundary.

While the results in Fig. 6 are informative, that only illustrates information appropriate to a particular special case. Other results are described below which have different numerical values and provide a different interpretation for the effect of the interaction of a representative ship section and the incident flow from a cavitating propeller.

Another case considers a flat plate section of 21.6 ft. width which is located in the free surface at the same position (i.e. $x=5$ ft.) in the wake due to the AO-177 with fins. The ratio of the pressure to the local free space pressure due to the propeller along this plate is shown in Fig. 7. It can be seen that this ratio has a maximum value of just under 1.4, with that maximum occurring near the plate center but slightly to port. This result illustrates the nature of the influence of the size of the plate relative to the disturbing flow field and/or the propeller.

Another application of the analysis considers an actual ship section taken from the AO-177, with that section being the profile corresponding to Station 19.5 on that vessel as illustrated in Figure 8. This section is essentially a shallow V-wedge shape, with the total lateral extent equal to 21.6. Assuming that this particular section is located at the position corresponding to $x=5$ ft. relative to the propeller, and with the wake the same as that of the AO-177 fitted with fins (the same case as for Figs. 6 and 7), the ratio of the pressure to the free space pressure along this section is shown in Fig. 9. In that situation the ratio reaches a maximum value of 2.0, with that maximum occurring somewhat to the starboard of the middle of the section. This result, when contrasted with that in Fig. 7, illustrates the effects of the actual section shape as well as the influence of the proximity of the center of the wedge region relative to the propeller tip.

Another illustration considers the same section corresponding to Station 19.5 of the AO-177, with the propeller operating in the basic wake of that ship without any flow-modifying fins. The section is assumed to be located 6 ft. forward of the propeller plane ($x=-6$ ft.) and the results for the ratio of the pressure along the plate to that of the local free space pressure due to the propeller are shown in Fig. 10. In that case the maximum value of this particular pressure ratio is 1.4, occurring somewhat to port

of the center of the section.

All of the above results illustrate the effect of the size of the section as well as its shape in regard to determining the magnitude of the pressures along different ship sections. The so-called boundary factor that accounts for the influence of the body section results in an increase in the value of the free space pressure to some factor that ranges both above and below the number 2, with the particular maximum value dependent upon the nature of the lateral size extent of the section, the shape of the section, the nature of the distribution of the free space pressure, etc. In addition the requirement that the pressure goes to zero at the ends of the section at the free surface is also a significant aspect of the present analysis that will affect the magnitude of the pressure distribution acting on various ship sections. All of these features influence the resulting pressure distribution values, indicating the basic complexity of determining the pressures on different ship sections and reducing the significance of the use of simplified factors for prediction of propeller-induced pressures and forces.

EFFECT OF RIGID FREE SURFACE CONDITIONS

In the preceding analysis the mathematical problem was formulated with the boundary condition corresponding to $p=0$ on the free surface. This particular boundary condition applies to the physical conditions corresponding to high frequencies, which is generally appropriate for the case of propeller-induced unsteady flows. There has been some previous analysis which considered the effects of different boundary conditions on the free surface (Vorus, 1976), where that analysis was applied to noncavitated propellers and was concerned with the total force as well as the local force on a strip section of a semi-infinite flat plate.

Aside from the basic interest in the influence of the free surface boundary condition, the consideration of a rigid wall free surface condition is important because it is representative of the flow conditions associated with model test procedures for ships in specialized water tunnel facilities that simulate full scale operation. In that case the free surface region is covered by rigid plates whose extent laterally can generally be represented by employing the boundary conditions of a rigid wall out to $\pm \infty$. On that basis the boundary condition for the pressure would correspond to $\partial p / \partial n = 0$ for the free surface as well as on the ship section boundary.

This problem can be analyzed by methods similar to that used for the case with a free surface boundary condition corresponding to $p=0$ by introducing a special image flow that results in satisfying the condition $\partial p / \partial z = 0$ on the free surface. This particular image is essentially the negative of the previous free surface image used for the earlier boundary condition, so that the total pressure can be represented by the expression

$$p = p_p + p_r + p' \quad (28)$$

where p_r = the pressure induced by the rigid wall image ($p_r = -p_i$, as defined previously). The resulting boundary

value problem on the ship section and the free surface is given by

$$\frac{\partial p'}{\partial n} = 0, \text{ on the free surface} \quad (29)$$

$$\frac{\partial p'}{\partial n} = - \left(\frac{\partial p_p}{\partial n} + \frac{\partial p_r}{\partial n} \right), \text{ on the section boundary} \quad (30)$$

where the required normal derivatives can be found from the cavitating propeller and the appropriate image.

By carrying out the same mapping procedures to the ζ and w -planes, the resulting boundary value problem in the w -plane is shown in Fig. 11. This boundary value problem can be solved by the use of Green's theorem, with the Green's function selected as

$$G(u, v; \alpha, \beta) = \ln \sqrt{(u-\alpha)^2 + (v-\beta)^2} + \ln \sqrt{(u-\alpha)^2 + (v+\beta)^2} \quad (31)$$

for which

$$G(u, 0; \alpha, \beta) = 2 \ln \sqrt{(u-\alpha)^2 + \beta^2} \quad (32)$$

$$G_v(u, 0; \alpha, \beta) = 0 \quad (33)$$

By applying Green's theorem to the same type contour as was done previously, the basic solution for the pressure is given in terms of the values of the derivative p'_β on the plate, which is represented by the function $g(\alpha)$, in the form

$$p'(\alpha) = \frac{1}{\pi} \int_{-1}^1 g(u) \ln |u-\alpha| du \quad (34)$$

The value of $g(\alpha)$ is determined from the same basic relations as in Eqn. (16) applied to the combined pressure values found from the propeller and the rigid wall image. With the expression for the value of p' on the flat plate given above by Eqn. (34), this value is then transformed back to the appropriate points along the actual ship section boundary in the body plane. To this value is added the pressure values arising from the propeller and the rigid wall image,

resulting in the total pressure distribution as defined by Eqn. (28).

The above procedure describes the method for determining the pressure distribution on the ship section when considering a rigid wall free surface boundary condition rather than the conditions that are appropriate to the real physical case in full scale. Numerical evaluation for particular cases (which is not done here) will provide information on the pressure distribution appropriate to both sets of boundary conditions on the free surface, so that comparisons can then be made between the different results that arise from each set of conditions. In that way it is possible to evaluate the influence of the boundary effects applied in laboratory test facilities that do not employ an actual free surface, so that the influence of these boundary effects can be determined relative to what would be present for full scale flow conditions.

CONCLUSION

The method of analysis described herein provides a technique for determining the pressure distribution along different ship sections due to a cavitating propeller, with appropriate account of the effects of the free surface boundary condition and the influence of the body shape. The major results are presented for the case wherein the free surface boundary condition corresponding to zero pressure is imposed, with the resulting pressure distribution illustrating the manner in which the pressure reduces toward zero at the intersection of the section with the free surface. The figures illustrating the results demonstrate the difference between a more precise method of solution and the simplified methods that are usually applied in engineering practice.

As a result of the analysis presented here, a straightforward procedure is then available for determining pressure distributions, local forces at various sections of a ship, and also the total force due to the disturbing flows arising from a cavitating propeller, including a procedure for modal weighting for use in vibratory analysis. The analytical tool described here is recommended for further practical applications to various problems of interest involving propeller-excited vibrations.

The analysis in the case of a rigid wall free surface boundary condition provides an entirely different type of solution that describes the pressure distribution under such a boundary condition. Since that type of boundary condition corresponds to the physical characteristics associated with particular types of model test facilities used for determining propeller vibratory pressures on ship hull sections, the analysis shown herein provides a means of representing the effects due to an imposed propeller pressure field. Comparisons can be made between the results predicted with the rigid wall boundary condition vis-a-vis

those from the zero pressure free surface condition as a means of illustrating the effects of model test facility boundary influence on measured pressures on ship hulls obtained from tests in such facilities.

It is recommended that extended calculations be carried out by these different approaches in order to provide guidance that will assist in interpreting the relation of model test values to the actual full scale pressures on ships with cavitating propellers. In view of the present use of such test facilities for predicting propeller-induced vibratory pressures and their associated effects, as well as possible new facilities built with the same basic testing concept, such an investigation has practical importance.

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APPENDIX

COMPUTER PROGRAM LISTING

82/08/10. 14.39.12

FTN 4.6+4330

OPT=0 TRACE

PROGRAM CAV

76/74

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SKEN=PSREN(K)
VSCU=0.0+R *OMEGA1**2
V=SQRT(VSCU)
VEL(K)=V
FACLT1=.5*RNHF*CHORD*VSQD
DENOM=FACLT1*INCPI
FACRAS=FACLT1*OMEGA*CHORD/V

65 C GET NON-CAVITATING LOADING FOR GIVEN RADIAL STRIP
C
C CALL INLESI NOMAX)
C
70 C CALCULATE EFFECTIVE CAMBER FROM THE STEADY LIFT
C
C CAMBER=-XLO/DENOM
C
75 C SUPPARIZE INPUT FOR CURRENT RADIAL STRIP
C
C CALL HEADIN
WRITE(NDUT,200)NDU,V,CAMBER
WRITE(NDUT,2000)
J=0
80 C WRITE(NDUT,201)J,XLO
DO 4455 J=1,NOMAX
WRITE(NDUT,201)J,XCREACT(J),XLINAG(J)
4455 CONTINUE
ITGLD=0
NRENS=0
85 C
C START LOOP OVER ANGULAR POSITIONS
C
DO 3 I=1,NPTS
DXLDT(K,I)=0.0
USDT(K,I)=0.0
USDT(K,I)=0.0
UCPUT(I)=0.0
90 C
C CALCULATE EFFECTIVE (QUASI-STEADY) ANGLE OF ATTACK FROM UNSTEADY
LIFT
ALPHA=0.0
THETA=(1-I)*THETA
XLIFT=-XLO
DO 2 J=1,NCPAX
G=J
CUSOTH=COS(C*THE(A)
SINOTH=SIN(C*THETA)
ARG=(C*G*FECA*CHORD)/(1.4*V)
DALPHA=-(COSOTH*(XLREAL(J)+ARCSXLIPAG(J))+SINOTH*(XLINAG(J)
1 -ARG*XLREAL(J))/(1.4*ARG*ARG*DENOM)
XLIFT=XLIFT-(CUSOTH*XLREAL(J)+SINOTH*XLINAG(J))
ALPHA=ALPHA+DALPHA
CONTINUE
XLSTN(I)=XLIFT
110 C
C CALCULATE NON-CAVITATING LIFT AND MOMENT COEFFICIENTS
C
C

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LINE	CODE	TEXT	LINE	CODE	TEXT
115	C	CLNOCV=TSOPI*ALPHA*(CAMBER)	115	C	CALL CUBIC1ALPHA,SIGMA,CAMBER,ALMAXIS)
116	C	CMNOCV=-.5*PI*ALPHA	116	C	GO TO 77
117	C	IF(ALPHA.LE. 0.0) GO TO 78	117	C	CONTINUE
118	C	PA=2*PI*.RHO*F*G*(DEPTH-R *COS(THETA+SKEW))	118	C	GO TO 77
119	C	SIGMA=2.*(PA-PV)/(RHO*F*VSQD)	119	C	GO TO 77
120	C	FIND APPROPRIATE CAVITATION SOLUTION (PARTIAL, TRANSITIONAL)	120	C	GO TO 77
121	C	FULL)	121	C	GO TO 77
122	C		122	C	GO TO 77
123	C		123	C	GO TO 77
124	C	ALPHA=.2553SIGMA-.369013CAMBER	124	C	GO TO 77
125	C	ALMIN=.085786 *SIGMA-.20711 *CAMBER	125	C	GO TO 77
126	C	IF(ALPHA.LT. ALMIN) GO TO 5	126	C	GO TO 77
127	C	IF(ALPHA.GT. ALPHA) GO TO 6	127	C	GO TO 77
128	C	TRANSITIONAL CAVITY SOLUTION	128	C	GO TO 77
129	C		129	C	GO TO 77
130	C	CALL TRANS(ALPHA,SIGMA,CAMBER,CAVLEN,CL,CMASS,S,ALPIN,ALMAX)	130	C	GO TO 77
131	C	ITYPE=2	131	C	GO TO 77
132	C	GO TO 7	132	C	GO TO 77
133	C	CONTINUE	133	C	GO TO 77
134	C		134	C	GO TO 77
135	C	PARTIAL CAVITY SOLUTION	135	C	GO TO 77
136	C		136	C	GO TO 77
137	C	CALL PARCAV(ALPHA,SIGMA,CAMBER,CAVLEN,CL,CMASS,S,0)	137	C	GO TO 77
138	C	ITYPE=1	138	C	GO TO 77
139	C	IF(CAVLEN.EQ. 0.0) GO TO 78	139	C	GO TO 77
140	C		140	C	GO TO 77
141	C	GET CAVITY AREA FROM CUBIC CURVE FIT (TRANSITIONAL OR	141	C	GO TO 77
142	C	PARTIAL SOLUTIONS ONLY)	142	C	GO TO 77
143	C		143	C	GO TO 77
144	C	CALL CUBIC2ALPHA,SIGMA,CAMBER,ALMAXIS)	144	C	GO TO 77
145	C	GO TO 77	145	C	GO TO 77
146	C	CONTINUE	146	C	GO TO 77
147	C		147	C	GO TO 77
148	C	FULL CAVITY SOLUTION	148	C	GO TO 77
149	C		149	C	GO TO 77
150	C	CALL FULCAVIALPHA,SIGMA,CAMBER,CAVLEN,CL,CMASS,S,0)	150	C	GO TO 77
151	C	ITYPE=3	151	C	GO TO 77
152	C	GO TO 77	152	C	GO TO 77
153	C		153	C	GO TO 77
154	C	NO CAVITATION	154	C	GO TO 77
155	C		155	C	GO TO 77
156	C	CAVLEN=0.0	156	C	GO TO 77
157	C	CL=CLNOCV	157	C	GO TO 77
158	C	CMASS=CMACCV	158	C	GO TO 77
159	C	S=C.*C	159	C	GO TO 77
160	C	ITYPE=0	160	C	GO TO 77
161	C	CONTINUE	161	C	GO TO 77
162	C		162	C	GO TO 77
163	C	COMPUTE AND STORE DIMENSIONAL CAVITY SOLUTION	163	C	GO TO 77
164	C		164	C	GO TO 77
165	C	ALPHA(1)=ALPHA*RAD	165	C	GO TO 77
166	C	SIGMAP(1)=SIGMA	166	C	GO TO 77
167	C	XLIN(1)=CAVLEN*CHORD	167	C	GO TO 77
168	C		168	C	GO TO 77
169	C	DIFFERENCE BETWEEN CAVITATING AND ACA-CAVITATING LIFT IS USED	169	C	GO TO 77
170	C		170	C	GO TO 77

```

175      C      USE CAVITY + LIFT SOLUTIONS
          CLNOCV=0.0
          CLNOCV=0.0
          OLIFIK,II=      (CL-CLNOCV)*FACTF
          CDEFMII= CMASS-CPNOCV
          AREA(1)=S *CHORD*CHORD
          C
180      C      STORE TYPE OF SOLUTION AND CALCULATE END POINT INDICES
          C
          IF(IITYPE.EQ.1)GO TO 53
          IF(IITYPE.NE.0) GO TO 52
          N2(NPLCMS)-1-1
          GO TO 53
          C
185      52      CONTINUE
          MREGS=MREGS+1
          N1(NREGS)=I
          IREGS(NREGS)=IITYPE
          IF(NREGS.EQ.1) GO TO 53
          IF(IITOLD.EQ.0) GO TO 53
          N2(NREGS-1)=I-1
          C
190      53      CONTINUE
          IITOLD=IITYPE
          CONTINUE
          3      CONTINUE
          IF(IXLK,API5) .NE. 0.0) N2(NREGS)-NPTS
          C
          PRINT CAVITATION SUMMARY (REGIONS AND TYPE)
          C
          WRITE(OUT,100)
          IF(NREGS.EQ.0) GO TO 1010
          NFIRST=N1(1)
          NCCURT=0
          DO 22 J=1,NREGS
             T1=(N1(J)-1)*DTHETA*RAD
             I=SKEL*PI*AC
             T2=AROD(T1,360.)
             T2=(N2(J)-1)*DTHETA*RAD
             I=SKEL*PI*AC
             T2=AROD(T2,360.)
             IND1=3*(IREGS(J)-1)+1
             IND2=IND1+2
             WRITE(OUT,150)T1,T2,(TYPES(I),I=IND1,IND2)
             IF(N1(J).EQ.(N2(J)+1)) GO TO 22
             NLAST=N2(J)
          C
205      C      ELIMINATE REGIONS WHICH EXIST FLR LESS THAN 4 DEGS OF BLADE
          C      MUTUA FROM CALCULATION OF DERIVATIVES
          C
          IF((NLAST-NFIRST).LT.2) GO TO 27
          C
210      C      CALCULATE TIME DERIVATIVES FOR PRESSURE AND LIFT CALCULATIONS
          C
          NCCURT=NCCURT+1
          CALL DERIVINFIRST,NLAST,DTHETA,CLEFF,DCMOTH,DUPPY,C,I,0)
          DO 25 P=NFIRST,NLAST
             25 XL1(M)=XL1(K,M)
          CALL DERIVINFIRST,NLAST,DTHETA,XL1,NLXN1,DUPPY,0,1,0)
          CALL DERIVINFIRST,NLAST,DTHETA,AREA,NURK2,NURK3,0,C,C)

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ADDCRAD 16
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CAV 199
CAV 200
ADDCRAD 17
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PRINTANG 4
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ADDCRAD 18
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230      C      RELOAD DERIVATIVES INTO TWO DIMENSIONAL ARRAYS
231      C      KX(IK,ACOUNT)=NFIRST
232      C      NX2(IK,ACOUNT)=NLAST
233      DO 26 N=NFIRST,NLAST
234      DLOC(IK,N)=WORK1(IK)
235      DSDTH(IK,N)=WORK2(IK)
236      DSDTH(IK,N)=WORK3(IK)
237      NFIRST=NI(J,I)
238      CONTINUE
239      IF(NI(I),NE,I) GO TO 24
240      C      ENSURE DERIVATIVES MATCH AT 0 DEG AND 360 DEG
241      C      DCMCTH(1)=.5*(-COEFF(NPTS-1)+COEFF(12))/DTHETA
242      C      DCMCTH(NPTS)=DCMCTH(1)
243      C      DSCIF(IK,1)=.5*(-AREA(NPTS-1)+AREA(12))/DIHETA
244      C      DSCIF(IK,NPTS)=DSCIF(IK,1)
245      DSDTH(IK,1)=(-AREA(NPTS-1)-2.*AREA(1)+AREA(2))/(DTHETA+DIHETA)
246      DSDTH(IK,NPTS)=DSDTH(IK,1)
247      DLOC(IK,1)=.5*(-X(IK,NPTS-1)+X(IK,2))/DTHETA
248      DLOC(IK,NPTS)=DLOC(IK,1)
249      CONTINUE
250      IF(TSOL,NE,0) WRITE(NOUT,400)
251      DO 37 J=1,NREGNS
252      NFIRST=NI(J)
253      NLAST=N2(J)
254      DO 37 I=NFIRST,NLAST
255      C      CALCULATE ADDED MASS EFFECTS ON LIFT
256      C      DLIFT(IK,1)=DLIFT(IK,1)+DCMCTH(1)*FACMAS
257      C      WRITE COMPLETE CAVITATION TIME HISTORY IF REQUESTED
258      C      IF(TSOL.EQ.0) GO TO 37
259      C      THETA=((-1)+DIHETA+SKEN)*RAD
260      C      THETA=APOD(THETA,360.)
261      C      CAVLEN=X(IK,1)/CHORD
262      C      CLM1=DLIFT(IK,1)/XLSYM(I)
263      C      WRITE(NOUT,403) THETA,ALPHA(I),SIGPAP(I),CAVLEN,AREA(1),CLM1
264      C      CONTINUE
265      IF(NLAST,NE,NI(J,I)-1) WRITE(NOUT,404)
266      CONTINUE
267      AREG(IK)=NCOUNT
268      GO TO 1000
269      1010 WRITE(NOUT,333)
270      1000 CONTINUE
271      DO 19 LL=1,6
272      YTC(1,LL)=0.0
273      19 ZTC(1,LL)=C.C
274      92 CALL INPUT2
275      DO 21 KK=1,6
276      YTC(I,KK)=0.0
277      21 ZTC(I,KK)=0.0

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290      CALL PRESS
          CONTINUE
          CALL TRANSF
          GO TO 53
333      FORMAT(43X,6H(ONE))
200      FORMAT(10X,23H(RADIAL LOCATION IN 700X 1F5.315X12ZHINFLON VELO CAV
          ICITY (FPS)= 1F8.2,5X,23HEFFECTIVE BLADE CAMBER (F7.4//)
100      FORMAT(138X,18H(CAVITATION SUMMARY /37X120(1H6)///
          1 19X,55H(ITAL BLADE POSITION FINAL BLADE POSITION TYPE /
          2 19X,55H (DEG) /) CAV
150      FORMAT(1F31.0,F23.0,16X,34X)
400      FORMAT(72X,105H(BLADE POSITION ANGLE OF ATTACK CAVITATION NUMBER CAV
          1 CAVITY LENGTH/CHORD CAVITY AREA CL/CL(NO CAVITY) /
          2 7X,5H(DEG),11X,5H(DEG),49X,7H(F102) //)
403      FORMAT(1F12.0,F16.3,F18.4,F19.4,F18.4,F16.4)
2000     FORMAT(23X,47HHARMONIC DISTRIBUTION OF INPUT SPANNISE LOAD CAV
          KING /22X,49(1H*) CAV
305      1 772E11HHARMONIC REAL PART IMAGINARY PART
          2 /22X,41H (LBS/F1) (LBS/F1) /)
201      FORMAT(27X,12,F10.2,F16.2)
404      FORMAT(7)
          END
          CAV
292
293
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```

82/08/10. 14.39.12

FTM 4.6+4330

76/74 OPT=0 TRACE

SUBROUTINE CUBIC

```

1 SUBROUTINE CUBIC(ALPHA,SIGMA,CAMBER,CL,CPASS,SI,SI)
2 CUBIC
3 CUBIC
4 CUBIC
5 CUBIC
6 CUBIC
7 CUBIC
8 CUBIC
9 CUBIC
10 CUBIC
11 CUBIC
12 CUBIC
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24 CUBIC
25 CUBIC
26 CUBIC
27 CUBIC
28 CUBIC
29 CUBIC
30 CUBIC
31 CUBIC
32 CUBIC

SUBROUTINE CUBIC(ALPHA,SIGMA,CAMBER,CL,CPASS,SI,SI)
SUBROUTINE CUBIC CALCULATES THE CAVITY AREA (NON-DIM) IN THE
TRANSITION AND PARTIAL CAVITATION REGION BY A CUBIC CURVE FIT
WHICH MATCHES THE VALUE AND DERIVATIVE WITH RESPECT TO ALPHA
AT THE END POINTS WITH THE FULL AND NON-CAVITATING SOLUTIONS

DATA DRATIO/.01/

CALCULATE INDEPENDENT VARIABLE

RATIO=ALPHA/ALMAX

GET VALUE OF AREA AT FULL CAVITY END POINT

CALL FULCAV(ALMAX,SIGMA,CAMBER,CL,CL,CPASS,SI,SI)
VALUE= SI

INCREMENT ALPHA AT END POINT TO GET SLOPE

ANG=(1.0/DRATIO)*ALMAX
CALL FULCAV(ANG,SIGMA,CAMBER,CL,CL,CPASS,SI,SI)
SLOPE=( SI2- SI)/DRATIO

CALCULATE CUBIC COEFFICIENTS AND CAVITY AREA

C1=SLOPE-2.0*VALUE
C2=VALUE-C1
S=-(C1+RATIO*(C2)*RATIO)*RATIO
RETURN
END

```

SUBROUTINE DERIV

```

1 SUBROUTINE DERIV(NFIRST,NLAST,DX,YDYDX1,DYDX2(1))
2 DIMENSION Y(1),DYDX(1),DYDX2(1)
3 N1=NFIRST+1
4 N2=NLAST-1
5 DO C=J,N1,N2
6   IF(IIFIRST.NE.O) GO TO 1
7   DYDX(J)=5*(Y(J)-Y(J-1))/DX
8   IF(IISCND.NE.O) GO TO 2
9   DYDX2(J)=(Y(J)-Y(J-1))/DX
10  CONTINUE
11  IF(IIFIRST.NE.O) RETURN
12  IF(IISCND.NE.O) GO TO 3
13  DYDX(NLAST)=5*(Y(NLAST)-Y(NLAST-1))/DX
14  CYDX(NLAST)=5*(Y(NLAST)-Y(NLAST-1))/DX
15  IF(IISCND.NE.O) RETURN
16  DYDX2(NLAST)=DYDX2(NLAST-1)
17  RETURN
18  END

```

DERIV
DERIV
ADDGRAD
DERIV
DERIV
DERIV
DERIV
DERIV
DERIV
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DERIV
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DERIV
DERIV
DERIV
DERIV
DERIV
DERIV
DERIV
DERIV

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20


```
1 SUBROUTINE ERRORTIER)
C
C SUBROUTINE ERROR IS USED TO PRINT ERROR MESSAGES AND STOP JOB
C
5 COMMON/UNITS/NIN,ALUT ,DATE(5),TITLE(15)
C
CALL FEACIN
WRITE(INOUT,100)IER
100 FORMAT(//21X,34HERROR ENCOUNTERED -- ERROR NUMBER=,13,15H -- JOB
      LABOURIED )
      STOP
      END
```

```
2 ERROR
3 ERROR
4 ERROR
5 ERROR
6 ERROR
7 ERROR
8 ERROR
9 ERROR
10 ERROR
11 ERROR
12 ERROR
13 ERROR
```

82/CB/IC. 14.39.12

FTN 4.6.4330

76/74 OPT=0 TRACE

SUBROUTINE EQPTS

```

1      SUBROUTINE EQPTS
      C
      C
      C      SUBROUTINE EQPTS USES THE MAPPING COEFFICIENTS AND THE NUMBER OF
      C      POINTS (NPLOC) FOR INTEGRATION TO FIND THE POINTS ON THE BODY
      C      CORRESPONDING TO POINT WITH EQUAL ANGLE INTERVALS IN THE
      C      UNIT CIRCLE.
      C
      C
      C
      C      COMMON/SGOUT/NCDEF,PHI(100),A(10),ARX,TCOV,NCOUNT
      C      COMMON/CGRD/YLOC(100),ZLOC(100)
      C      COMMON/UNITS/NIN,NOUT,DATE(5),TITLE(15)
      C      COMMON/POINTS/NPLCC,XPT(100),RHOPT(100),PHIPT(100)
      C      PI=4.*ATAN(1.0)
      C      DPHI=PI/(NPLOC-1)
      C      DO 10 I=1,NPLCC
      C      YY=0.0
      C      ZZ=0.0
      C
      C      DO 15 J=1,NCDEF
      C      ARG=13-24J*(1-1)*DPHI
      C      YY=YY+(J)*COS(ARG)
      C      ZZ=ZZ+(J)*SIN(ARG)
      C
      C      15 CONTINUE
      C      YLOC(I)=YY
      C      ZLOC(I)=ZZ
      C
      C      10 CONTINUE
      C      RETURN
      C      END

```

EQPTS 2
EQPTS 3
EQPTS 4
FINAL 2
EQPTS 6
FINAL 3
EQPTS 8
EQPTS 9
EQPTS 10
EQPTS 11
NEWFIX 5
EQPTS 13
NEWFIX 6
EQPTS 15
EQPTS 16
FINAL 4
EQPTS 23
EQPTS 24
EQPTS 25
EQPTS 26
EQPTS 27
EQPTS 28
EQPTS 29
EQPTS 30
EQPTS 31
EQPTS 36
EQPTS 41
EQPTS 42


```

1  SUBROUTINE FOURAN(ARRAY,INORDI,INORDI2,INORDI3)
C
C  SUBROUTINE FOURAN IS A SERVICE ROUTINE USED TO FOURIER ANALYZE
C  SELECTED VARIABLES AND TO OUTPUT THE RESULTS FOR THE EFFECTS DUE
C  TO ALL BLADES
5  COMMON/CONST/PI,RHOF,U,OMEGA,DEPTH,PVIGTRAD
COMMON /FOURIR/NBLADE,NMULT,NFORIT
COMMON/UNITS/MIN,NCUT ,DATE(3),TITLE(15)
10  COMMON/DERIV/DPDY(6,100),DPDZ(6,100),PT(6,100)
DIMENSION ARRAY(1),SINCOS(23),CCSCOF(23)
C
C  WRITE HEADING FOR SELECTED VARIABLE
C
C  IF(IPRINT .GT. 0) WRITE(INOUT,100) INORDI,INORDI2,INORDI3
15  FOURIER ANALYZE INPUT ARRAY FOR SINGLE BLADE
C
C  CALL FOURIR(ARRAY,NFORIT,MULT,CCSCOF,SINCOS)
20  CONVERT FOURIER COEFFICIENTS TO DESIRED OUTPUT UNITS AND ACCOUNT
FOR BLADE PHASING
C
C  CONST=1.0
25  K=1
L=2
DO 1 J=1,NMULT,NBLADE
INARM=J-1
SINVAL=SINCOS(J)*CONST/NBLADE
COSVAL=CCSCOF(J)*CONST/NBLADE
30  ARR=SQRT(COSVAL**2+SINVAL**2)
PHASE=ATAN2(SINVAL,COSVAL)*RAD
IF(IPRINT .GT. 0) WRITE(INOUT,200) INARM,COSVAL,SINVAL,ARR,PHASE
IF(J .EQ. 1) GO TO 1
IF(INORDI .EQ. 4+DPDI) GO TO 2
PIK=N)-COSVAL
PII,N)=SINVAL
GO TO 3
2 IF(INORDI .EQ. 4+DPDI) GO TO 4
DPDY(K,N)=COSVAL
DPDZ(K,N)=SINVAL
GO TO 3
4 DPDZ(K,N)=COSVAL
3 K=K+2
L=L+2
CONTINUE
RETURN
100 FORMAT(//45X,A4,A4,12/44X,10(1H*))
X
110DE PHASE //50X,54H:ARH:MIC /)
200 FCMFAT(22X,12,16.4,2,12.4,F10.1)
END

```

FINALJ 8
FOURAN 3
FOURAN 4
FOURAN 5
FOURAN 6
FOURAN 7
FOURAN 8
FOURAN 9
FOURAN 10
MERGDPN 4
FIXCIP 1
FOURAN 12
FOURAN 13
FOURAN 14
FINALJ 9
FOURAN 16
FOURAN 17
FOURAN 18
FOURAN 19
FOURAN 20
FOURAN 21
FOURAN 22
FOURAN 23
MERGDPN 5
NEWFIX 8
NEWFIX 9
FOURAN 24
FOURAN 25
FOURAN 26
FOURAN 27
FOURAN 28
FOURAN 29
FINALJ 10
MERGDPN 8
MERGDPN 9
MERGDPN 10
MERGDPN 11
MERGDPN 12
MERGDPN 13
MERGDPN 14
MERGDPN 15
MERGDPN 16
MERGDPN 17
MERGDPN 18
MERGDPN 19
MERGDPN 20
FOURAN 31
FOURAN 32
NEWFIX 10
FOURAN 34
FOURAN 35
FOURAN 36
FOURAN 37

```
1 SUBROUTINE FULCAV(ALPHA,SIGMA,CAMBER,XL,DELTA,SINDEL)
2 C
3 SUBROUTINE FULCAV CALCULATES THE SOLUTION FOR A SUPERCAVITATING
4 PARABOLIC ARC FOIL BASED ON THE SOLUTION OF GEURST
5 C
6 COMMON/CONST/PI,KHUF,U,OMEGA,DEPTH,PV,G,RAD
7 COMPONZ=ZC/TOC,SINPTS=DSIN(THETA),SOLIN=THETA/PI*OMEGA
8 C
9 INITIALIZE VARIABLES FOR FIRST PASS
10 C
11 NITER=0
12 XL=1.25
13 DXL=40.0
14 IFIRST=0
15 GO TO 7
16 C
17 START SECOND PASS
18 C
19 ERR=ERR2
20 PONI=SIGN(1,ERR1)
21 XL=41.25
22 CONTINUE
23 NITER=NITER+1
24 C
25 END JOB IF NUMBER OF ITERATIONS EXCEED MAXIMUM
26 IF(NITER.GT.NITMAX) CALL ERROR(20)
27 CONTINUE
28 C
29 SET UP REQUIRED PARAMETERS FOR SOLUTION
30 C
31 R=1./5*CRIT(XL-1.)
32 GAMMA=2.*ATAN(1./R)
33 BETA=(PI-GAMMA)/4.
34 SINDEL=SIN(GAMMA/2.)
35 SINB=SIN(BETA)
36 SIN3B=SIN(3.*BETA)
37 SIN5B=SIN(5.*BETA)
38 SIN7B=SIN(7.*BETA)
39 COSDEL=COS(GAMMA/2.)
40 COSB=COS(BETA)
41 COS3B=COS(3.*BETA)
42 COS5B=COS(5.*BETA)
43 COS7B=COS(7.*BETA)
44 F110=-CAPBER*(2.+(1.-XL)*COSB+XL*SINDEL*(2.*COS3B+B*SIN3B))
45 F120=.5*(CAMBER*(1+XL-2.)*COSB+SINDEL*(2.*XL-1.)*COS5B
46 1 *.5*B*(XL-2.)*SIN3B)+SINDEL*SINDEL*(.75*(B*B-4.)*COS5B
47 2 -.3.*B*SIN5B))
48 F121=.5*(CAMBER*(SINDEL*(1.-B+1.5*XL*B)+COS3B*(2.-4.*XL)+SIN3B)
49 1 *SINDEL+SINDEL*(1.-3.*XL)*COS5B-.75*XL*(B*B-4.)*SIN5B))
50 F130=.25*(1+XL-3.)*COSB+SINDEL*(1+XL-2.)*COS3B+.5*B*(XL-3.)*SIN3B)
51 1 *.3.*SINDEL*(1+XL-2.5*B*B+XL-1.)*COS5B*(.5*XL-1.)*SIN5B)
52 2 *.625*XL*SINDEL*(.5*(16.*B*B-B.)*COS7B+B*(B*B-12.)*SIN7B)+CAPBER
53 F131=.25*(CAMBER*(SINDEL*(1.5*B*(XL-1.)*COS3B+.3.*SINDEL*(B*(1.5*XL
54 1 -1.)*COS5B+(1.25*B*B-1.)*XL-1.)*SIN5B)+.625*XL*SINDEL
55 1 *SINDEL*(1.-6.*B*B+B.)*SIN7B+B*(B*B-12.)*COS7B))
56 C
57 FULCAV
58
```

82/08/1C. 14.39.12

FTN 4.64330

OPT=C TRACE

76/74

SUBROUTINE FULCAV

```

C      IF CALLED FROM TRANSITIONAL SUBPROGRAM DO NOT ITERATE
C      IF (TRANS.NE.0) GO TO 5
C      CALCULATE ERROR
C      ERR2=SINB*(F110-F120)-COSB*F121-.25*(COSDEL*(1.+SINDEL)*ALPHA
1 - .125*(SINDEL*(1.+SINDEL))*SIGNA
C      IF FIRST PASS - START SECOND PASS
C      IF (FIRST.EQ.0 .AND. XL.EQ.1.25) GO TO 8
C      TEST IF SOLUTION HAS CONVERGED
C      DIFF=DXL/XL
C      IF (ABS(DIFF).LT. TOL) GO TO 5
C      PUM2=SIGN(1.,ERR2)
C      IF (FIRSTSTREQ.1) GO TO 1
C      IF FIRST=1
C      CONTINUE
C      IF (PUM1.NE.PUM2) GO TO 3
C      NO CHANGE IN SIGN OF ERROR - CONTINUE IN SAME DIRECTION
C      XL=XL*DXL
C      PUM1=PUM2
C      GO TO 4
C      CONTINUE
C      SIGN OF ERROR HAS CHANGED - GO BACK 1/2 STEP
C      DXL=-DXL*.5
C      XL=XL*DXL
C      PUM1=PUM2
C      GO TO 4
C      CONTINUE
C      CALCULATE SOLUTION USING CONVERGED CAVITY LENGTH
C      CL=PI*(4.+*(COSB*(F110-F120)+SINB*F121)/(COSDEL*(COSDEL)
1 + (ALPHA*(SINDEL+.5*(SIGMA*(COSDEL)/(1.+SINDEL)))
C      CM=PI*(13.+SINDEL)*(COSB*F110-17.+SINDEL*(COSB*F120
1 + 15.-SINDEL)*(SINB*F121+4.*COSB*F130-4.*SINB*F131)/(COSDEL**4
2 + 125*PI*(1.-1.44.*SINDEL+2.*SINDEL*(SINDEL)*ALPHA
3 + COSDEL*(12.+SINDEL)*(SIGMA)/(1.+SINDEL))**2
C      CMAS=CM-.5*CL
C      S=-.5*PI*(11.-3.*SINDEL)*(SINB*F110*(17.-SINDEL)*(SINB*F120*(5.+SINDEL
1 + COSB*F121-4.*SINB*F130-4.*COSB*F131)/(COSDEL**4+PI*(2.*COSDEL
2 + 1.-2.*SINDEL)*ALPHA+.5*(11.+4.*SINDEL-2.*SINDEL*(SINDEL)*(SIGMA)/
3 + 14.*(1.-SINDEL))**2
C      RETURN
C      END

```

59 FULCAV
60 FULCAV
61 FULCAV
62 FULCAV
63 FULCAV
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67 FULCAV
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69 FULCAV
70 FULCAV
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110 FULCAV
111 FULCAV

1	SUBROUTINE GETPHI	GETPHI	2
	COMMON/REPRES/NPTSI,X(100),Y(100),BEAM,DRAFT,AREA,DX(66),GCTION	NEWFTX	12
	CUPPON/SCLOT/NCDEF,PHI(100),A(10),ANAL,ICONT,NCOUNT	GETPHI	4
	PHI(1)=0.0	GETPHI	5
5	PHI(NPTSI)=1.570796	FINAL1	11
	NPTSI=NPTSI-1	FINAL1	12
	DO I=2,NPTSI	FINAL1	13
	XX=X(I)	GETPHI	7
	YY=Y(I)	GETPHI	8
10	OPHI1=0.0174532	GETPHI	9
	IF(1-GT.2) OPHI1=(PHI(1-1)-PHI(1-2))/10.	GETPHI	10
	PHI=PHI(1-1)	GETPHI	11
	CALL INTERP(XX,YY,OPHI1,PHIWF	GETPHI	12
	PHI=PHI+2.*OPHI1	GETPHI	13
15	OPHI2=OPHI1/10.	GETPHI	14
	CALL INTERP(XX,YY,OPHI2,PHIW)	GETPHI	15
	PHI=PHI+2.*OPHI2	GETPHI	16
	OPHI3=OPHI2/10.	GETPHI	17
	CALL INTERP(XX,YY,OPHI3,PHIWF)	GETPHI	18
20	PHI(1)=PHI+OPHI3	GETPHI	19
	CONTINUE	GETPHI	20
	RETURN	GETPHI	21
	END	GETPHI	22

SUBROUTINE HEADIN

1	SUBROUTINE HEADIN		HEADIN	2
C			HEADIN	3
C	SUBROUTINE HEADIN IS USED TO PRINT THE DATE AND TITLE AT PAGE TOP		HEADIN	4
C			HEADIN	5
5	COPMON/UNITS/NIN,NCUT	,DATE(15),TITLE(15)	HEADIN	6
C			HEADIN	7
	WRITE(NCUT,200)DATE,TITLE		HEADIN	8
200	FORMAT(IH1//30X,28HPROPELLER CAVITATION PROGRAM/29X,30IH+)		HEADIN	9
		' ' //20X,34X,15A4//)	HEADIN	10
1	RETURN		HEADIN	11
END			HEADIN	12

```
1 SUBROUTINE INLOS( KMAX) INLOS 2
C SUBROUTINE INLOS IS USED TO READ THE MODAL LOADING SOLUTION FOR INLOS 3
C THE NON-CAVITATING PROPELLER AND TO CALCULATE THE SPANWISE INLOS 4
5 LOADING FOR EACH HARMONIC INLOS 5
C INLOS 6
C INLOS 7
C COMMON/FORCES/XLR,XLREAL(22),XLIMAG(22) INLOS 8
C COMPN/UNITS/MIN,NGUT ,DATE(15),TITLE(15) INLOS 9
10 READ TOTAL STEADY LOADING INLOS 10
C INLOS 11
C READIN(100)XLO INLOS 12
C INLOS 13
C LOOP OVER UNSTEADY HARMONICS INLOS 14
15 DO 1 J=1,KMAX INLOS 15
C READ(NIN,100) XLR1,XLIMG1,XLR2,XLIMG2 INLOS 16
C XLREAL(1:J)=XLR1+.5*XLR2 INLOS 17
C XLIMAG(1:J)=XLIMG1+.5*XLIMG2 INLOS 18
20 CONTINUE INLOS 19
100 FORMAT(10F10.0) INLOS 20
RETURN INLOS 21
END INLOS 22
INLOS 23
INLOS 24
```

```

1  SUBROUTINE INTERP(X,Y,DPHI,PHI)
   COMMON/SOLUT/NGDEF,PHI(100),A(10),ARAX,ICOMV,NCOUNT
   COMMON/UNITS/NIN,NDUT,DATE(5),TITLE(15)
   5  K=-1
      EGO=0.0
      ISLOPE=1
      PHII=PHI
      1  CONTINUE
      PHII=PHII+K*DPHI
      7  SUP1=0.0
      SUP2=0.0
      DO 2 L=1,ACDEF
      13  ARG=T3-241*PHII
      SUP1=SUM1+A(L)*COS(ARG)
      SUP2=SUM2+A(L)*SIN(ARG)
      2  CONTINUE
      ENR=(XX-SUM1)**2+(YY-SUM2)**2
      IF(OLD.GT.ENR) ISLOPE=-1
      IF(ISLOPE.GT.0) GO TO 3
      IF(OLD.LE.ENR) RETURN
      3  CONTINUE
      K=K+1
      IF(K.GT.100) WRITE(NDUT,100)
      IF(K.GT.100) STOP 10
      25  EOLT=ENR
      GO TO 1
      100 FORMAT(//,5X,64HTHE TRANSFORMATION COEFFICIENTS FOR THIS SECTION D
      10 NOT CONVERGE,7,5X,64H)
      END

```

2 INTERP
 3 INTERP
 14 FINALI
 4 INTERP
 5 INTERP
 6 INTERP
 7 INTERP
 8 INTERP
 9 INTERP
 10 INTERP
 11 INTERP
 12 INTERP
 13 INTERP
 14 INTERP
 15 INTERP
 16 INTERP
 17 INTERP
 18 INTERP
 19 INTERP
 20 INTERP
 21 INTERP
 22 INTERP
 15 FINALI
 16 FINALI
 24 INTERP
 25 INTERP
 17 FINALI
 18 FINALI
 26 INTERP

```

1      SUBROUTINE INPUT
2      SUBROUTINE INPUT READS INPUT AND INITIALIZES VARIOUS CONSTANTS
3      INPUT
4      INPUT
5      INPUT
6      INPUT
7      INPUT
8      INPUT
9      INPUT
10     INPUT
11     INPUT
12     INPUT
13     INPUT
14     INPUT
15     INPUT
16     INPUT
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58     INPUT
59     INPUT

```

```
60 C PRINT PROPELLER SPANWISE INPUT INPUT 60
C C WRITE(NOUT,205) INPUT 61
C C DU I J=1,NRAD INPUT 62
C C RND=KIND(J-1)*DRND INPUT 63
C C WRITE(NOUT,209)RND,PCRGRO(I),PSKENT(J) INPUT 64
C C CONTINUE INPUT 65
C C RETURN INPUT 66
C C 100 FORMAT(54,15A4) INPUT 67
C C 101 FORMAT(16I5) INPUT 77
C C 102 FORMAT(8F10.0) INPUT 80
C C 201 FORMAT( 5X,17HPROP RADIUS (FT)=,F6.2,3X,17HNUMBER OF RADIAL STRIPS INPUT 83
C C 1=,12,3X,30HNON-DIM RADIUS OF FIRST STRIP=,F5.3,3X,27HNON-DIP INCRE INPUT 84
C C 2MENT IN RADII=,F5.3/ INPUT 85
C C 202 FORMAT( 5X,9HPROP APH=,F7.2,3X,17HSHIP SPEED (FPS)=,F6.2, INPUT 86
C C 1 3X,26HPRINT OPTION FOR SOLUTION=,A4/ INPUT 87
C C 75 FORMAT( 5X,13HNG OF BLADES=,13,3X,51HNO OF HARMONICS USED IN UNSTE INPUT 88
C C TADY LIFT CALCULATIONS=,13) NEWFIX 15
C C 204 FORMAT( 5X, INPUT 90
C C 1 3CHDEPTH TO PROP CENTERLINE (FT)=,F6.2,3X,18HVAPOR PRESS (PSFI)=, INPUT 91
C C 3 F6.2,3X,28HWATER DENSITY (SLUGS/FT**3)=,F5.2/ INPUT 92
C C 80 FORMAT(//29X,24HPROPELLER SPANWISE INPUT /20X,26(1H*) INPUT 93
C C 1 //30X,23HR/RD CHORD SKEM INPUT 94
C C 1/ 30X, 23H (FT) INPUT 95
C C 209 FORMAT(25X,F9.3,F10.3,F9.3) INPUT 100
C C END INPUT 102
```

```

1      SUBROUTINE INPUT2
2      C
3      C
4      C THIS ROUTINE READS THE INPUT FOR EVERY SECTION GEOMETRY
5      C
6      C
7      C
8      C
9      C
10     C
11     C
12     C
13     C
14     C
15     C
16     C
17     C
18     C
19     C
20     C
21     C
22     C
23     C
24     C
25     C
26     C
27     C
28     C
29     C
30     C
31     C
32     C
33     C
34     C
35     C
36     C
37     C
38     C
39     C
40     C
41     C
42     C
43     C
44     C
45     C
46     C
47     C
48     C
49     C
50     C
51     C
52     C
53     C
54     C
55     C
56     C
57     C
58     C
59     C
60     C
61     C

```

READ THE NUMBER OF POINTS DESCRIBING HALF THE SECTION AND THE
 NUMBER OF LOCATIONS DESIRED FOR PRESSURE CALCULATIONS.

READ(NIN,100) NPST,NPLUC

IF(NPST.LT.0) STOP
 IF(NPLUC.LE.0) CALL ERROR(7)
 IF(NPLUC.GT.99) CALL ERROR(4)
 NX=(NPLUC-1)/2
 NPLUX=(2*NX)+1
 IF(NPLUX.NE.NPLUC) GO TO 40

12 CONTINUE

READ(NIN,110) SEC,BEAM,DRAFT,AREA,DXSEC,XDIST,SECTION
 WRITE(OUT,200)
 XSEC=ABS(SEC)
 WRITE(OUT,210) XSEC,XDIST
 WRITE(OUT,180) NPST
 WRITE(OUT,170) BEAM,DRAFT,AREA
 WRITE(OUT,175) DXSEC,SECTION
 WRITE(OUT,160)
 BEAM=BEAM/2.0

35

READ THE COORDINATES OF THE POINTS DESCRIBING THE HALF SECTION

READ(NIN,110) (X(I),I=1,NPST)
 READ(NIN,110) (Y(I),I=1,NPST)

40

EVALUATE THE TRANSFORMATION COEFFICIENTS

CALL MAPS

CALCULATE RHOP(I),PHIP(I)

DO 15 I=1,NPLUC
 ZBAR=2*LOC(I)*DEPTH
 RHOP(I)=SQRT(YLOC(I)*YLOC(I)+ZBAR*ZBAR)/RO
 15 PHIP(I)=ATAN2(-YLOC(I),ZBAR)*RAD

50

DO 2 J=1,NPLUC
 XPT(JJ)=XGIST
 2 CONTINUE
 RETURN

```

60      40 WRITE(NDUT,998)
        WRITE(NDUT,999) NPLOC,NPLOC
        NPLOC=NPLOC
        GO TO 12

        100 FORMAT(5I10)
        110 FORMAT(8F10.4)
        160 FORMAT(7,5X,80H)THE FOLLOWING IS A TABLE OF THE COORDINATES INPUT
        170 FORMAT(5X,29H)THE BEAM FOR THIS SECTION IS ,F10.4,17HFT, THE DRAFT
        115 ,F10.4,20H FT AND THE AREA IS ,F10.4,12H FT SQUARED )
        175 FORMAT(7,5X, 42H AT THIS STATION THE SECTION THICKNESS IS ,F10.3,
        143HFT , THE MODAL WEIGHTING FUNCTION VALUE IS ,F10.3)
        180 FORMAT(7,5X,108H)THE ARE ,F12.37H POINTS TO DESCRIBE THIS HALF SECT
        110N )
        200 FORMAT(11,1H )
        210 FORMAT(11,1,775X,42H)THE FOLLOWING ARE THE RESULTS FOR SECTION ,
        1F5.2,5H LOCATED ,F10.3,28H FT FORWARD OF THE PROPELLER/3X,95(11H*))
        998 FORMAT(11,1,25(1,1),20(11H*),9H WARNING ,20(11H*))
        999 FORMAT(7,50H YOU HAVE INPUT AN EVEN NUMBER FOR NPLOC EQUAL TO ,F12,
        140H THE NUMBER TO BE USED AS NPLOC WILL BE ,F12)
        END

```

INPUT2 65
 INPUT2 66
 INPUT2 67
 INPUT2 68
 INPUT2 69
 INPUT2 70
 FINAL1 23
 FINAL1 24
 FINAL4 9
 FINAL4 10
 FINAL1 25
 FINAL1 26
 FINAL1 27
 FINAL1 28
 INPUT2 79
 FINAL4 11
 FINAL4 12
 FINAL4 13
 FINAL4 14
 FINAL4 15
 INPUT2 91

```

1      SUBROUTINE MAPS
COMMON/SOLUT/NCDEF,PHI(100),ALIC),AMAX,ICOUNT,NCOUNT
COMMON/REPRES/NTSI,X(100),Y(100),BEAM,DRAFT,AREA,DXSEC,GCTION
COMMON/UNIT/NTIN,NCUT,DATETS),TITLE(15)
5      PI=4.*ATAN(1.)
C      LEWIS FORM AS FIRST GUESS
A(2)=0.59*(BEAM-DRAFT)
A(3)=0.25*(-(BEAM+DRAFT)+SQRT((BEAM+DRAFT)**2+8.*(BEAM-DRAFT-2.*AR
LEA/PI)))
10     DO 1 J=4,10
A(J)=0.5*(BEAM+DRAFT)-A(3)
DO 1 J=4,10
A(J)=0.0
CONTINUE
15     NMAX=8
WRITE(NDUT,120)
DO 4 K=-4,NMAX
NCDEF=N
NCOUNT=0
20     CONTINUE
NCOUNT=NCOUNT+1
AMAX=0.0
DO 15 J=1,NCDEF
AMAX=AMAX+AMAX*A(J)
15     CONTINUE
CALL GETPT
CALL GETA
DO 3 J=1,NPISI
XX=0.0
YY=6.0
O C 2 1-1,NCDEF
ARG=73-2*PI*PHI(J)
XX=XX+A(1)*COS(ARG)
YY=YY+A(1)*SIN(ARG)
2     CONTINUE
IF(NGDEF.LT. 8) GO TO 3
IF(NCUNT.EQ. 2) GO TO 5
IF(NCUNT.EQ. 10) GO TO 5
GO TO 3
5     WRITE(NDUT,110) J,PHI(J),X(J),XX,Y(J),YY
3     CONTINUE
IF(N.EQ.NMAX) CALL EQPTS
IF(NCUNT.EQ.10) GO TO 4
IF(NCUNT.EQ.11) GO TO 12
IF(NCUNT.LT. 0) GO TO 12
4     CONTINUE
RETURN
110    FORMAT(1X,12,1X,F10.6,5X,F10.6,11X,F10.6,12X,F10.6,10.6)
120    FORMAT(17,5X,13HPUNIT NUMBER,5X,1CHANGLE PHI,5X,5H INPUT Y,10X,
13PCALCULATED Y,10X,9H INPUT Z,1CX,13H CALCULATED Z,77)
50     END

```

MAPS 2
MAPS 3
NEWFIX 16
MAPS 5
MAPS 7
MAPS 9
MAPS 10
MAPS 11
MAPS 12
MAPS 13
MAPS 14
MAPS 15
MAPS 16
MAPS 17
MAPS 18
MAPS 19
MAPS 20
MAPS 21
MAPS 22
MAPS 23
MAPS 24
MAPS 25
MAPS 26
MAPS 27
MAPS 28
MAPS 29
MAPS 30
MAPS 31
MAPS 32
MAPS 33
MAPS 34
MAPS 35
MAPS 36
MAPS 37
MAPS 38
MAPS 39
MAPS 40
MAPS 41
MAPS 42
MAPS 43
MAPS 44
MAPS 45
MAPS 46
MAPS 47
MAPS 48
MAPS 49
MAPS 50
MAPS 51
MAPS 52
MAPS 53


```

1      C      SUBROUTINE PARCAV(ALPHA,SIGMA,CANBENT,XL,XL2,TRANS)
2      C      SUBROUTINE PARCAV CALCULATES THE SOLUTION FOR A PARTIALLY
3      C      CAVITATING PARABOLIC FOIL BASED ON THE SOLUTION OF GEURST
4      C      COMMON/CONST/PI,RHOF,U,OMEGA,DEPTH,PV,G,RAD
5      C      COMPOK/EXEC/TOL, NPTS,DT,HET,ISSUE,NITMAX, INQMAX
6      C      INITIALIZE VARIABLES FOR FIRST PASS
7      C      NITER=0
8      C      XL=.5
9      C      DXL=.1225
10     C      IFIRST=0
11     C      GO TO 7
12
13     C      START SECOND PASS
14     C      ERR1=ERR2
15     C      POMP1=SIGN(1.,ERR1)
16     C      XL=.05
17     C      CONTINUE
18     C      NITER=NITER+1
19
20     C      END JOB IF NUMBER OF ITERATIONS EXCEED MAXIMUM
21     C      IF(NITER.GT.NITMAX) CALL ERROR(10)
22     C      CONTINUE
23
24     C      SET UP REQUIRED PARAMETERS FOR SOLUTION
25     C      SINVAL=SQRT(XL)
26     C      COSVAL=SQRT(1.-XL)
27
28     C      IF CALLED FROM TRANSITIONAL SUBPROGRAM DO NOT ITERATE
29     C      IF(TRANS.NE.0) GO TO 5
30
31     C      CALCULATE ERROR
32     C      ERR2=ALPHA*(1.-COSVAL)+SINVAL-.5*(SIGMA+1.-COSVAL)*COSVAL+
33     C      1/2*CANBENT*(COSVAL+SINVAL)**3
34
35     C      IF FIRST PASS - START SECOND PASS
36     C      IF(ABS(ERR1).GT.1E-6) GO TO 8
37
38     C      TEST IF SOLUTION HAS CONVERGED
39     C      DIFF=DXL/XL
40     C      IF(ABS(DIFF).GT.1E-6) GO TO 5
41     C      POMP2=SIGN(1.,ERR2)
42     C      IF (IFIRST.EQ. 1) GO TO 1
43     C      IFIRST=1
44     C      IF(POMP1.EQ.POMP2) GO TO 2
45     C      GO TO 3
46
47     C      CONTINUE
48
49
50
51
52
53
54
55
56
57
58

```

82/08/10. 14.39.12

FTN 4.6+433D

SUBROUTINE PARCAV 76/74 OPT=0 TRACE

```

60      C      IF(POM1.NE.POM2) GO TO 3
        C      NO CHANGE IN SIGN OF ERROR - CONTINUE IN SAME DIRECTION
        C
        XL=XL+DXL
        POM1=POM2
        GO TO 4
65      3      CONTINUE
        C
        C      SIGN OF ERROR HAS CHANGED - GO BACK 1/2 STEP
        C
        DXL=-DXL*.5
        XL=XL+DXL
        POM1=POM2
        GO TO 4
70      2      IF(ABS(ERR1).LT. ABSTERR2) GO TO 20
        C
        C      SOLUTION LIES BETWEEN 0.0 AND .05 REPLACE BY 0.0
        C
        XL=0.0
        CL=0.0
        CHASS=0.0
        S=0.0
        RETURN
80      5      XL=.50
        C      CONTINUE
        C
85      C      CALCULATE SOLUTION USING CONVERGED CAVITY LENGTH
        C
        COSVAL=SCRT(1-XL)
        SINVAL=SQRT(XL)
        COSPLS=1.+COSVAL
        COSMNS=1.-COSVAL
        CL=PI*(ALPHA+COSPLS+COSVAL+.5+SIGMA+COSMNS*SINVAL+.5)*CAMBER
        1 *COSPLS*(COSPLS+2.*COSVAL+COSMAS))
        CH=-.125*PI*(ALPHA+COSPLS+COSPLS+1-1.*COSVAL-6.*COSVAL+COSVAL)
        1 -SIGMA+COSMNS*SINVAL+COSPLS*(1-2.*COSVAL+2.*CAMBER+COSPLS
        2*(1.+COSVAL+2.*COSVAL*(1.+COSVAL*(1-3.*COSVAL*(1-4.*COSVAL))))))
        CHASS=CH-.5*CL
        S=0.0
        RETURN
        END
90
95
100
```

```

1      C
2      C
3      C
4      C
5      C
6      C
7      C
8      C
9      C
10     C
11     C
12     C
13     C
14     C
15     C
16     C
17     C
18     C
19     C
20     C
21     C
22     C
23     C
24     C
25     C
26     C
27     C
28     C
29     C
30     C
31     C
32     C
33     C
34     C
35     C
36     C
37     C
38     C
39     C
40     C
41     C
42     C
43     C
44     C
45     C
46     C
47     C
48     C
49     C
50     C
51     C
52     C
53     C
54     C
55     C
56     C
57     C
58     C

```

SUBROUTINE PROIST
 THIS SUBROUTINE EVALUATES THE PRESSURE DISTRIBUTION ON THE UNIT
 FLAT PLATE BY SOLVING A SINGULAR INTEGRAL EQUATION
 COMMON/POINTS/NPLOC,XPT(100),RHOPT(100),VHPT(100)
 COMMON/UNITS/NIN,NOUT,DATE(5),TITLE(15)
 COMMON/NGRGRD/DPON(100),COSVAL(100),SINVAL(100),DPHI,NPASS,P3(100)
 DIMENSION G(200),G1(200),SINCOS(100),COSCOF(100)
 DPHI=0.0
 G1(1)=0.0
 G(2*NPLOC-1)=0.0
 NPLOC1=NPLOC-1
 DO 10 N=2,NPLOC
 G(N)=G(N-1)+DPON(NPLOC-1)*SIN(NPLOC-N)*DTHETA/2
 1 SIN(NPLOC-1-N)*DTHETA
 G(2*NPLOC-N)=G(N)
 10 CONTINUE
 DO 11 I=1,NPLOC
 G1(I)=G(NPLOC+1-I)
 11 G1(2*NPLOC-1)=G1(I)
 C
 C
 C
 FOURIER ANALYSIS
 CALL FGRIT(G1,NPLOC1,NPLOC1,COSCOF,SINCOS,DPHI)
 DO 20 NHARM=1,NPLOC
 SINVAL(NHARM)=SINCOS(NHARM)
 COSVAL(NHARM)=COSCOF(NHARM)
 P3(NHARM)=0.0
 20 CONTINUE
 DO 35 K=1,NPLOC
 DO 30 NHARM=2,NPLOC
 P3(K)=P3(K)-COSVAL(NHARM)*SIN(NHARM-1)*(K-1)*DTHETA
 30 CONTINUE
 35 CONTINUE
 RETURN
 END

```

SUBROUTINE PRESS
C
C SUBROUTINE PRESS CALCULATES RADIATED PRESSURES DUE TO CAVITY
C GEOMETRY AND LIFT VARIATIONS.
C
5  COMMON/CONST/PI,RHCF,U,OMEGA,DEPTH,PV,C,RAD
   COMMON/EXEC/TOL, MPYS,OTHEAT,ISQL,ITRAX ,INQMAX
   COMMON/GEOM/ NRAD,RO,KIND,ORNO,PSKEM(8),PCHORD(8)
   COMMON/PGINIS/NPLCC,XPT(100),RHOPT(100),PHIPT(100)
   COMMON /SELUIN/DLIFT(8,181),VELT(8) ,DATE(5),TITLE(15)
   COMMON/UNITS/NIN,ACUT
   COMMON/PRINT/IPRESS,IPGRAD
   COMMON/GRAD/XXL(181),XXZ(181),XX1(8,30),XX2(8,30),XL(8,181)
15  DIMENSION WORK(181)
   DIPENSION PREEE(181)
   DATA XOREL/4HGAUG/

C
20  DO 60 N=1,NPLUC
   DO 15 I=1,181
   PREEE(I)=C.O
   P(I)=O.O
   DPDI(I)=C.O
   DPCZ(I)=C.O
15  CONTINUE
   MOROL=4HGAUG
   X=XPTINT
   RHC=RGPT(IN)*RO
   PHI=PIPT(IN)/RAD
   SINPHI=SIN(PHI)
   COSPHI=COS(PHI)
   DO 80 K=1,NRAD
   NREGNS=NREG(K)
   IF(NREGNS.EQ.O) GO TO 80
   RND=RIND*(K-1)*DRND
   R=RND*RO
   DR=DRND*RO
   PCCNST=OMEGA*RHCF*DR/(4.*PI)
   SKEW=PSKEW(K)
   CHORD=PCFGRD(K)
   DO 70 J=1,NREGNS
   NFIRST=NXTIN(J)
   NLAST=NXZ(K+J)
   DO 7C I=NFIRST,NLAST
   THEIA=II-1)*OTHEA
   SRCANG=THEIA+SKEW+.5*XL(K,II-CHORD)/R
   DIST=SQRT(XX*XX+R*R+RH*RH)-2.*R*R*U*COS(SRCANG-PHI))
   PFACTR=PCCNST/DIST**2
   CDSARG=CCS(SRCANG-PHI)
   SINARG=SIN(SRCANG-PHI)
   COSBET=CCS(SRCANG)
   SINBET=SIN(SRCANG)
   ARG1=UX-UMLGA*RHU*(R+.5*XL(OTH(K,II))*SINARG
   TERM1=-(13.*DIST**2)*DSOETH(K,II)*ARG1+OMEGA*DSOETH(K,II)
   TERM2=-(1./DIST)*DSOETH(K,II)*OMEGA*(R+.5*XL(OTH(K,II)
   P1=(ARG1+DSOETH(K,II)/DIST**3)*OMEGA*DSOETH(K,II)/PCONST

```

PRESS 2
 PRESS 3
 FINAL 19
 FINAL 20
 PRESS 7
 PRESS 8
 PRESS 9
 PRESS 10
 PRESS 26
 NEWFIX 44
 ADDGRAD 13
 PRESS 33
 FINAL 45
 ADDGRAD 46
 ADDGRAD 27
 NEWFIX 1
 PREFREE 17
 PRESS 18
 PRESS 20
 ADDGRAD 54
 ADDGRAD 55
 PREFREE 2
 ADDGRAD 56
 ADDGRAD 57
 ADDGRAD 58
 ADDGRAD 59
 ADDGRAD 60
 ADDGRAD 61
 ADDGRAD 62
 ADDGRAD 63
 ADDGRAD 64
 ADDGRAD 65
 ADDGRAD 66
 ADDGRAD 67
 ADDGRAD 68
 ADDGRAD 69
 ADDGRAD 70
 ADDGRAD 71
 ADDGRAD 72
 ADDGRAD 73
 ADDGRAD 74
 ADDGRAD 75
 ADDGRAD 76
 ADDGRAD 77
 ADDGRAD 78
 ADDGRAD 79
 ADDGRAD 80
 ADDGRAD 81
 ADDGRAD 82
 ADDGRAD 83
 ADDGRAD 84
 ADDGRAD 85
 ADDGRAD 86
 ADDGRAD 87
 ADDGRAD 88
 ADDGRAD 89
 ADDGRAD 90

```
60 DRDRHO=TRHO-R*COSARG/DIST
   DRCPHI=-RHO+R*SINARG/DIST
   DPOHNC=PFACR+TERM1+DRDRHO+TERM2+(-SINARG)
   DPCPHI=PFACR+TERP1+DRCPHI+TERM2+RHO+COSARG
   DPOCV=-SINPHI+DPOHNC+COSPHI+DPCPHI/RHO
   DPODZ=-COSPHI+DPOHNC-SINPHI+DPCPHI/RHO

65 C MIRROR IMAGE PRESSURE AND GRADIENTS EVALUATION
   C
   C
   DIST2=SQRT(DIST**2+4*DEPTH-R*COSBET)**2+DEPTH-RHO+COSPHI
   PFAC1=PCONST/DIST2**2
   ARG2=ARG1-2*PI*REGA/DEPTH-RHO+CLSPHI*(R*.5+DXLOTH(K,1))*SINBET
   PZ=-(ARG2*DSOETH(K,1)/DIST2**3+REGA*DSOETH(K,1)/DIST2**3+PCONST
   DR2RHO=IDIST+DRDRHC-2*COSPHI*(DEPTH-R*COSBET)/DIST2
   DR2PHI=IDIST+DRCPHI+2*RHO*SINPHI*(DEPTH-R*COSBET)/DIST2
   TERP3=-(13./DIST2**3)*DSOETH(K,1)*ARG2*REGA*DSOETH(K,1)
   TERM4=TERM2*DIST/DIST2
   DP2RHC=-PFAC1*(TERM3+DR2RHO+TERM4+(-SINARG+2*COSPHI*SINBET))
   DP2PHI=-PFAC1*(TERM3+DR2PHI+TERM4+RHO+COSARG+2*SINPHI*SINBET)
   DP2CV=-SINPHI+DP2RHO+COSPHI+DP2PHI/RHO
   DP2DZ=-COSPHI+DP2RHO-SINPHI+DP2PHI/RHO
   PFREE11=PFREE11+P1
   P(1)=P(1)+P1+P2
   DPOY(1)=DPOY(1)+DPOY+DP2DY
   DPOZ(1)=DPOZ(1)+DPOZ+DP2DZ
70 CONTINUE
80 CONTINUE
   A=REGA/ZU
   DR=DRNC+RU
   PCONST=OR/(4*PI)

90 C CALCULATE PRESSURE INCREMENT DUE TO LIFT CHANGES DUE TO CAVITY
   C
   DO 16 K=1,NRAD
     R=(RIND*(K-1)+DRND)*RO
     FACTOR=R/SORT(1+A*AR*R)
     SKEW=PSKEW(K)
     DO 16 I=1,NPTS
       THETA=(I-1)*OTHETA
       IF(LIFT(K,1).EQ. C.O) GO TO 16
       DIST=SCRTX(X*AR+RHO+RHO-2*AR*RU+COS(THETA+SKEW-PHI))
       ORMION=FACTOR*(A*(RHO/R)+SIN(THETA+SKEW-PHI)/DIST**3
       P1=-CLFT(K,1)+GRPION*PCONST
       SINARG=SIN(THETA+SKEW-PHI)
       COSARG=COS(THETA+SKEW-PHI)
       DRCHNC=(RHO-R*COSARG)/DIST
       DRCPHI=-RHO+R*SINARG/DIST
       TERP1=(1./R)*SINARG/DIST**3-((A*(RHO/R)+SINARG)*3*GRKFI/EDI
       IST**4)
       TERP2=(-1./DIST**3)*(RPG/R)*COSARG*(1+A*(RHO/R)+SINARG)*3*GRPI
       11/DIST)
       DPLRHC=-PCONST*FACTOR*DLIFT(K,1)+TERP1
       DPLPHI=-PCONST*FACTOR*DLIFT(K,1)+TERP2
       DPLICY=-SINPHI+DPLRHO+COSPHI+DPLPHI/RHO
       DPLIDZ=-COSPHI+DPLRHO-SINPHI+DPLPHI/RHO

100 C EVALUATE THE LOADING FROM THE IMAGE SOURCE
   C
   C
```


80 CONTINUE

RETURN

220 FORMAT(//,1H)

175

207

FORMAT(

1 //

24X,36H

GAUGE

X

RHO/RD

PHI

/

(DEG)

/)

72X,30H

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

PRESS

180

300

FORMAT(

1E LOCATION)

16X,62H

TOTAL PRESSURE

EXCLUDING HULL EFFECTS

1

200

FORMAT(

5X,37H

PRESSURE

EXCLUDING HULL EFFECTS

1

200

FORMAT(

1E LOCATION)

16X,62H

TOTAL PRESSURE

EXCLUDING HULL EFFECTS

1

200

FORMAT(

1E LOCATION)

16X,62H

TOTAL PRESSURE

EXCLUDING HULL EFFECTS

1

200

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

END

60 CONTINUE

RETURN

220 FORMAT(//,1H,)

207 FORPAT 24X,36HCOORDINATES FOR PRESSURE CALCULATION 723X,3811H)

1 //

2 24X,36H GAUGE

24X,36H (FT)

206 FORPAT(27X,12,FT),37F9.37F9.37)

200 FORPAT(// 5X,37H) TOTAL PRESSURE EXCLUDING HULL EFFECTS)

300 FORPAT(10X,62H) ALL VALUES ARE (PSF) AS MEASURED AT THE GIVEN GAUG

1E LOCATIONS)

END

ADDRAD	178
ADDCRAD	179
NEWFIX	29
PRESS	88
PRESS	89
PRESS	90
PRESS	91
FINAL2	2
PRESS	96
PRESS	97
PRESS	98


```
60      DO 80 JX=JYIN  
        IXJX=N*(JX-1)+IX  
        JX=IXJX+IT  
        60 A(IIXJX)=A(IIXJX)-(A(IIXJX)+A(IIXJX))  
        65 B(IIX)=B(IIX)-(B(IIX)+A(IIXJX))  
        C  
        C  
        C      BACK SOLUTION  
        65      C  
        70 NY=N-1  
        II=NY  
        DO 80 J=1,NY  
        IA=II-J  
        IB=N-J  
        IC=N  
        80 K=1,J  
        B(IIB)=B(IIB)-A(IIA)*B(IC)  
        IA=IA-N  
        80 IC=IC-1  
        RETURN  
        END
```

```
SIMC 59  
SIMC 60  
SIMC 61  
SIMC 62  
SIMC 63  
SIMC 64  
SIMC 65  
SIMC 66  
SIMC 67  
SIMC 68  
SIMC 69  
SIMC 70  
SIMC 71  
SIMC 72  
SIMC 73  
SIMC 74  
SIMC 75  
SIMC 76  
SIMC 77  
SIMC 78
```

```

1 SUBROUTINE TRANS(ALPHA,ALMIN,STGMAS,CAMBER,CAYLEN,CCLF,CMASS,ALPAX) TRANS
2
3 SUBROUTINE TRANS CALCULATES SOLUTION IN TRANSITION REGION BY
4 LINEAR INTERPOLATION VS ALPHA
5
6
7
8
9
10
11
12
13
14
15

```

```

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

```

```

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

```

```

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

```

```

1      SUBROUTINE TRANSF
2      TRANSF
3      TRANSF
4      TRANSF
5      C      THIS SUBROUTINE TRANSFORMS THE GRADIENTS FROM THE BODY TO THE
6      C      FLAT PLATE. IT ALSO SENDS THE GRADIENTS TO BE FOURIER ANALYZED
7      C      AND FINALLY DETERMINS THE PRESSURE DISTRIBUTION AND SECTIONAL
8      C      FORCES. THE PRESSURE GRADIENTS ARE VERY BY TWO PARTS: FIRST THE
9      C      COSINE COEFFICIENTS AND THEN THE SINE COEFFICIENTS. THIS IS DONE
10     C      FOR EVERY HARMONIC.
11
12     COMMON/PCINTS/NPLUC,XPT(100),RHUP(100),PHIPT(100)
13     COMMON/SCOUT/NCDEF,PHI(100),ALIC),APAX,ICONV,NCOUNT
14     COMMON/CCORD/VELOC(100),ZLOC(100)
15     COMMON/REPRES/NPTS(1,X(100)),Y(100),XBEAM,DRAFT,AREA,DXSEC,ACCTION
16     COMMON/IDENTIF/SEC
17     COMMON/ZERO/VTCT(6),ZYOT(6)
18     COMMON/CCNST/PI,RHGF,U,OMEGA,DEPTH,PV,G,RAD
19     COMMON/UNITS/NIN,NCUT,DATE(5),TITLE(15)
20     COMMON/FOURTR/NBCADE,NRULT,NFORIT
21     COMMON/DERIV/DPOY(6,100),DPOZ(6,100),P(6,100)
22     COMMON/MCGRD/DPDA(100),COSVAL(100),SINVAL(100),DPHI,NPASS,P(1100)
23     DIMENSION SUM1(100),SERIE1(100),SERIE2(100)
24     DIMENSION DPODY(100),DPOETA(100)
25     DIMENSION P(116,100),APPY(3),PHASEY(3),AMPZ(3),PHASEZ(3)
26     DIMENSION PAMPT(3,100),PPHASE(3,100)
27     DIMENSION VFORCE(6),HFORCE(6),VAMP(3),PHASE(3),HAPP(3),HMPHASE(3)
28
29     XDIST=XPT(1)
30     NPLUC1=NPLUC-1
31     NMAX=NCDEF
32     NCDEF1=NCDEF-1
33     DO 15 N=2,NMAX
34     AIN)=AIN)/A(1)
35     15 CONTINUE
36
37     SERIE1=I-SUM1(2*(N-1)*AIN)+I*COS(2*PHI)
38     SERIE2=SUM1(2*(N-1)*AIN)+I*SIN(2*PHI)
39
40     PI=4.*ATAN(1.)
41     DPHI=-PI/(NPLUC-1)
42     DO 16 K=1,NPLUC
43     SUM1(K)=0.0
44     SUM2(K)=0.0
45     DO 25 K=1,NPLUC
46     DCEFF=42*N-1)*AIN*(1)
47     SUM1(K)=SUM1(K)+DCEFF*COS(2*N*(K-1)*DPH)
48     SUM2(K)=SUM2(K)+DCEFF*SIN(2*N*(K-1)*DPH)
49     25 CONTINUE
50     SERIE1(K)=SUM1(K)-SUM2(K)
51     SERIE2(K)=SUM1(K)+SUM2(K)
52     20 CONTINUE
53     SERIE1(K)=I.-SUM1(K)
54     SERIE2(K)=I.-SUM2(K)
55     25 CONTINUE
56
57     EVALUATE GRADIENTS FOR ALL HARMONICS
58     1=1
59

```



```
115 VFORCE(J)=VFORCE(J)+YTOT(J)*DXSEC*GCTION
HFORCE(J)=HFORCE(J)+ZTOT(J)*DXSEC*GCTION
30 CONTINUE
PAPPL(I)=0.0
PPHASE(L)=0.0
PAPPL(NPLOC)=0.0
PPHASE(L,NPLOC)=0.0
DO 31 M=2,NPLOC
PAPPL(M)=SORT(PTOT(INFIRST,M)+PTOT(INLAST,M)+PTOT
11(INLAST,M))
125 PPHASE(L,M)=ATAN2(PTOT(INLAST,M),PTOT(INFIRST,M))*RAD
31 CONTINUE
AMPYL(I)=SORT(YTOT(INFIRST)+YTOT(INLAST)+YTOT(INLAST))
IF(YTOT(INLAST).EQ.0.0 .AND. YTOT(INFIRST).EQ.0.0) GO TO 62
PPHASE(L)=ATAN2(YTOT(INLAST),YTOT(INFIRST))*RAD
GO TO 32
130 62 PPHASE(L)=0.0
32 AMPZ(L)=SORT(ZTOT(INFIRST)+ZTOT(INLAST)+ZTOT(INLAST))
IF(ZTOT(INLAST).EQ.0.0 .AND. ZTOT(INFIRST).EQ.0.0) GO TO 63
PPHASE(L)=ATAN2(ZTOT(INLAST),ZTOT(INFIRST))*RAD
GO TO 33
135 63 PPHASE(L)=0.0
33 IF(SEC .GE. 0.0) GO TO 39
VAMP(L)=SORT(VFORCE(INFIRST)+VFORCE(INLAST)+
1VFORCE(INLAST))
140 IF(VFORCE(INLAST).EQ.0.0 .AND. VFORCE(INFIRST).EQ.0.0) GO TO 64
VPHASE(L)=ATAN2(VFORCE(INLAST),VFORCE(INFIRST))*RAD
GO TO 34
145 64 VPHASE(L)=0.0
34 HAMP(L)=SORT(HFORCE(INFIRST)+HFORCE(INLAST)+
1HFORCE(INLAST))
150 IF(HFORCE(INLAST).EQ.0.0 .AND. HFORCE(INFIRST).EQ.0.0) GO TO 65
HPHASE(L)=ATAN2(HFORCE(INLAST),HFORCE(INFIRST))*RAD
GO TO 39
155 65 HPHASE(L)=0.0
35 I=1+2
35 CONTINUE
111=ANBLADE
112=111+111
113=112+111
XSEC=ABS(XSEC)
WRITE(NUOT,130) XSEC,XD1ST
WRITE(NUOT,140) 111,112,113
WRITE(NUOT,150)
WRITE(NUOT,160)
DO 41 J=1,NPLOC
WRITE(NUOT,170) 1,XPT(1),YLOC(1),ZLOC(1),(PAPPL(I),PPHASE(L,I),
1L=1,J)
41 CONTINUE
WRITE(NUOT,180) XSEC,XD1ST
WRITE(NUOT,190)
WRITE(NUOT,200)
J=1
DO 50 L=1,J
LL=ANBLADE
WRITE(NUOT,210) LL,YTOT(J),YTOT(J+1),APPY(L),PPHASE(L),ZTOT(J),
1ZTOT(J+1),AMPZ(L),PPHASEZ(L)
```

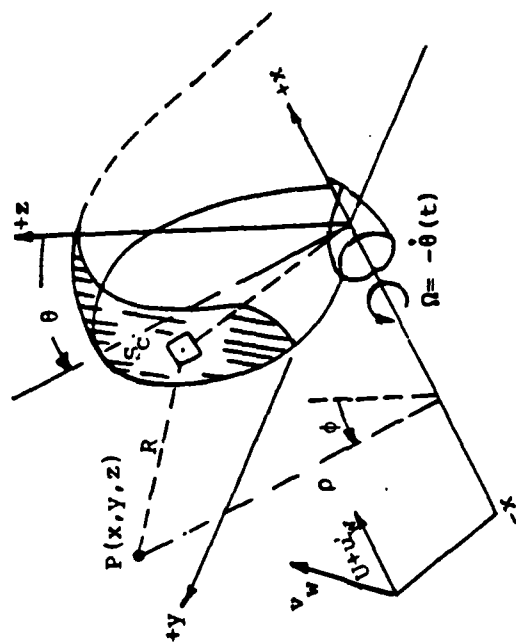



Figure 1 Coordinate definition

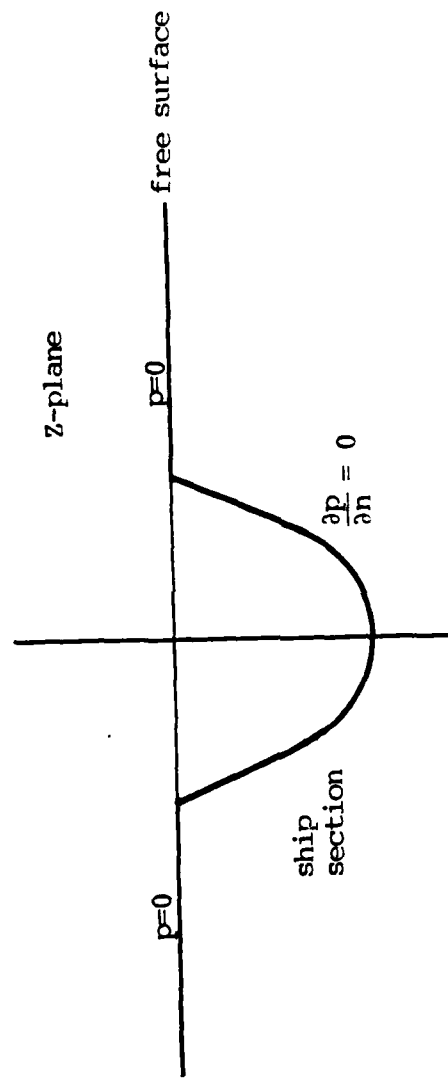


Figure 2 Boundary value problem in physical plane

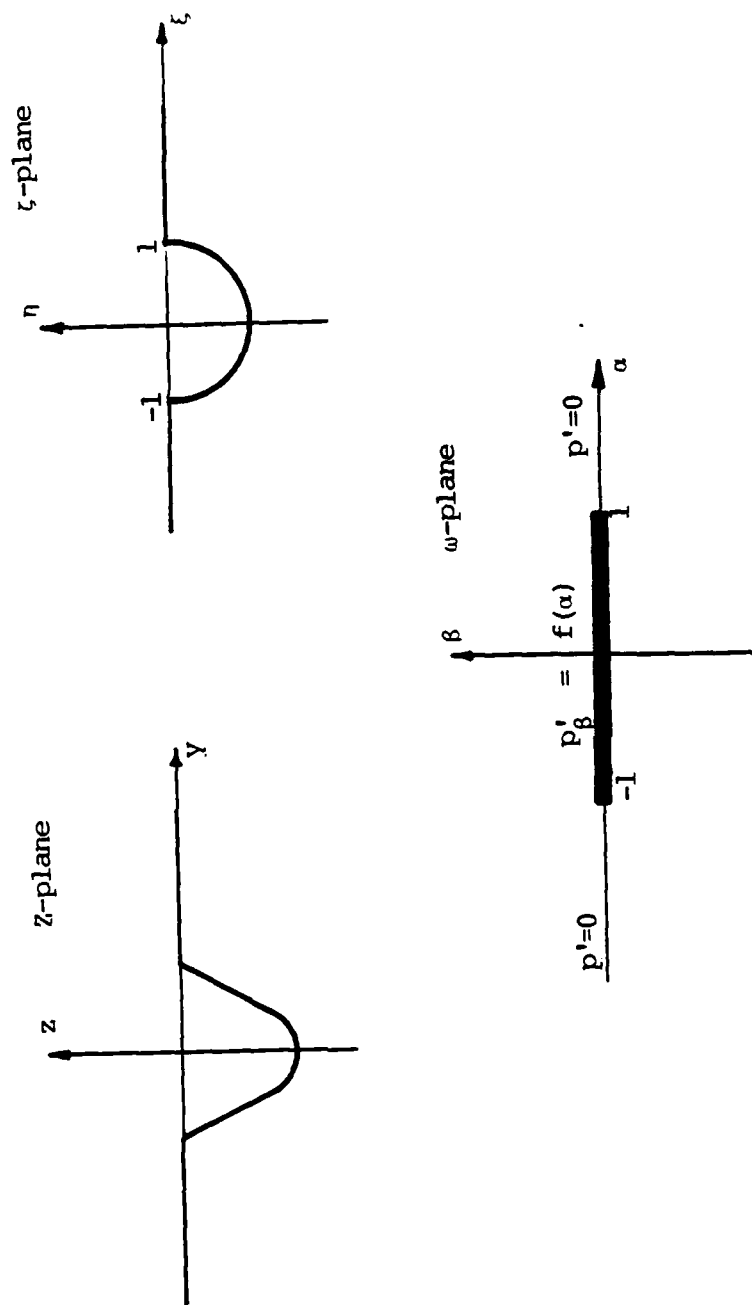


Figure 3 Conformal mappings and mixed boundary value problem

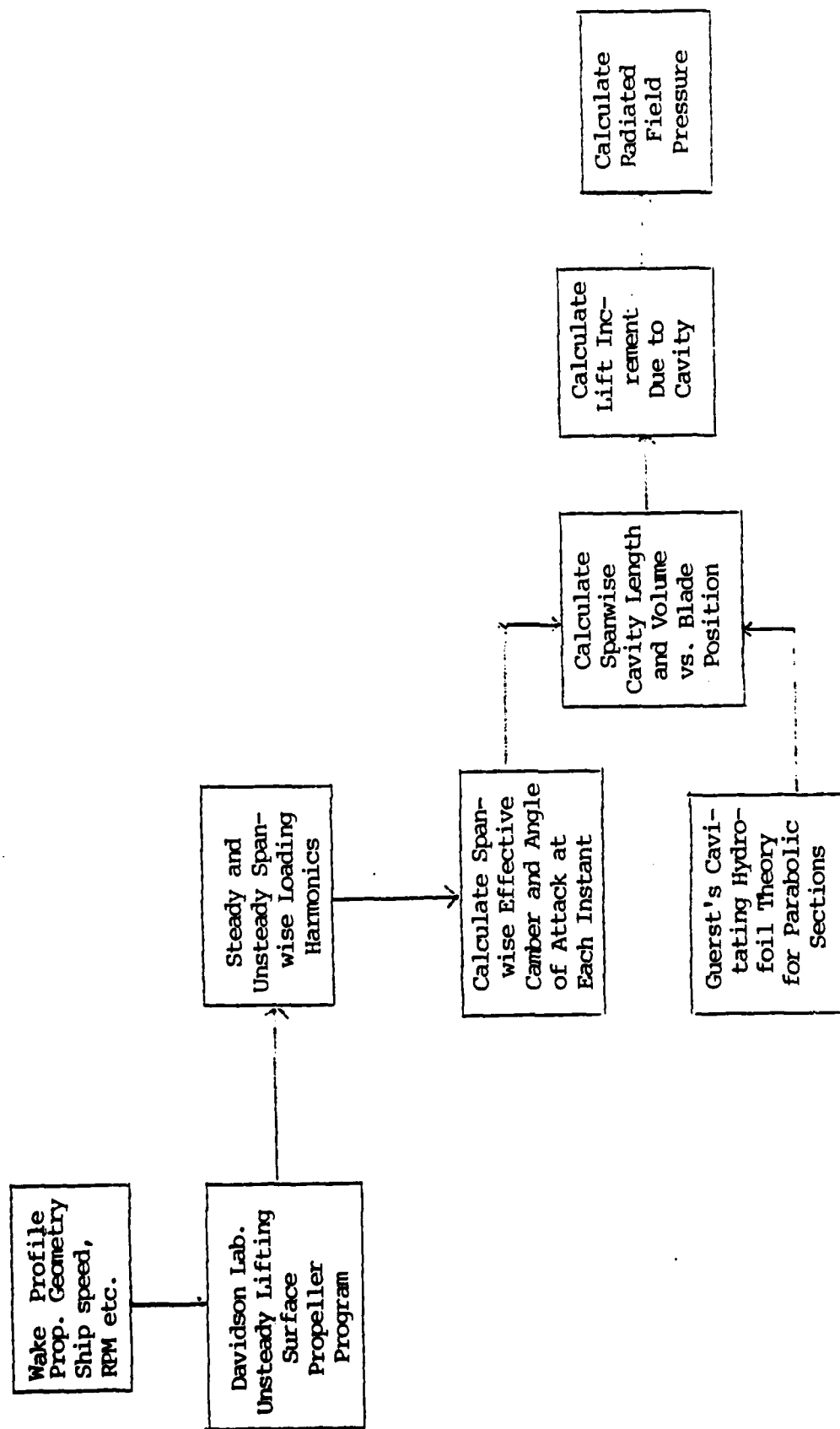


Figure 4 Computational procedure for cavitation program

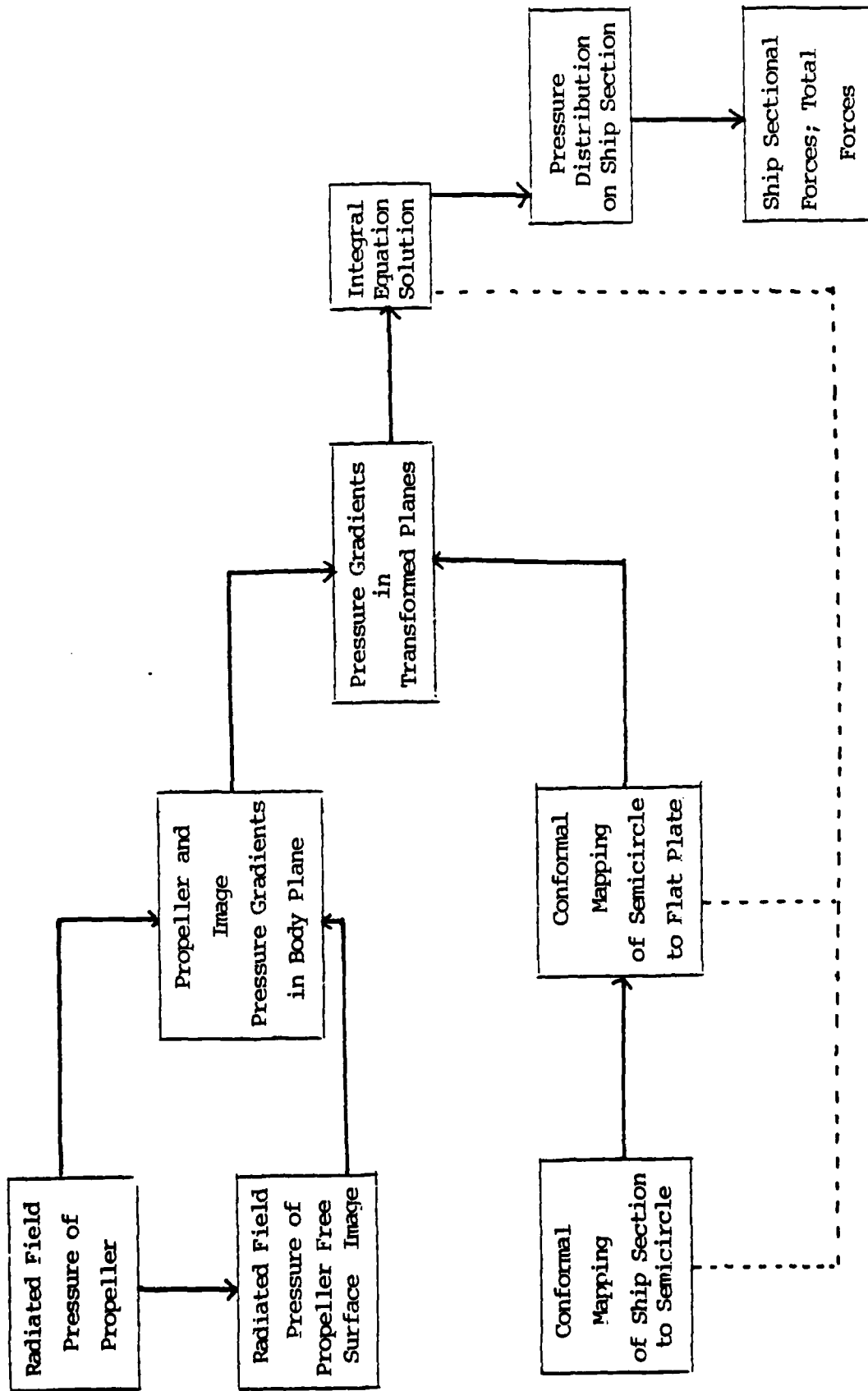


Figure 5 Computational procedure for determining pressure distribution and forces

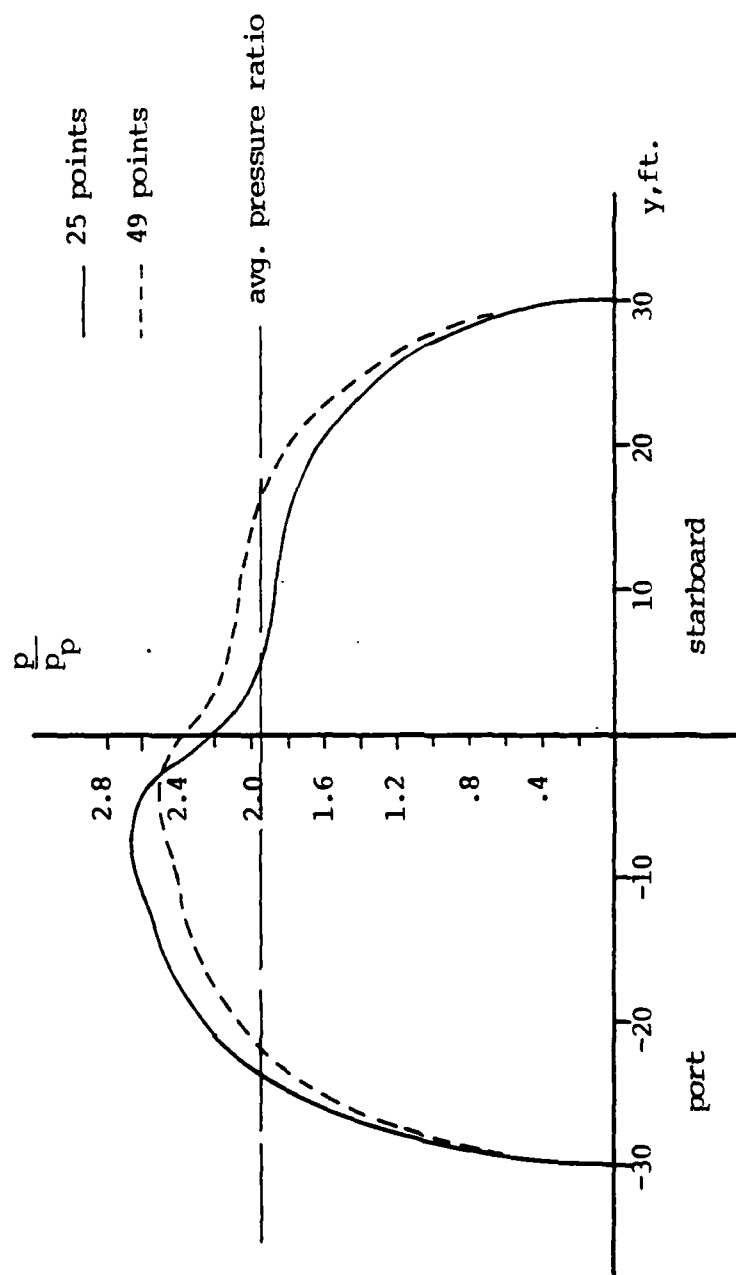


Figure 6 Variation of pressure relative to local propeller free space pressure on 60 ft. width flat plate, flow field due to AO-177 propeller in wake with fins, $x=5$ ft. location

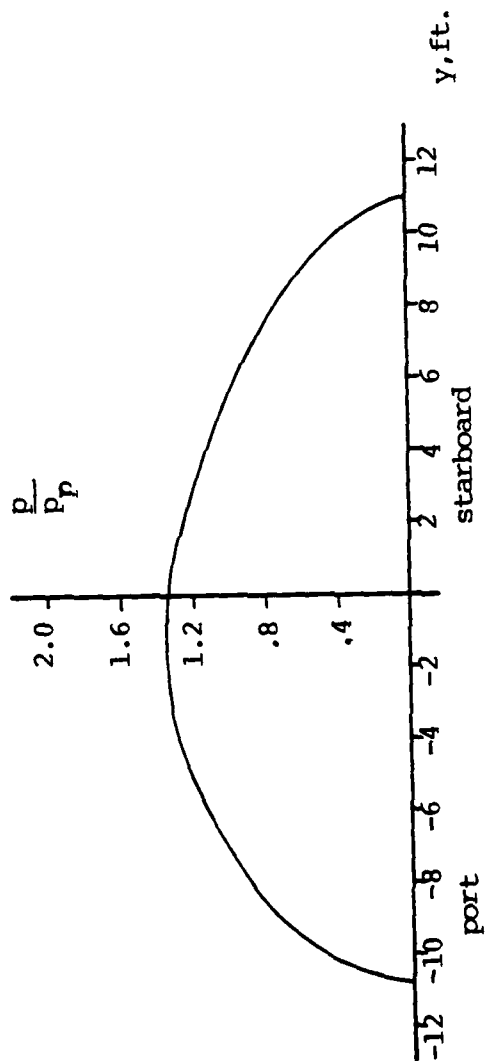


Figure 7 Variation of pressure relative to local propeller free space pressure on 21.6 ft. width plate plate, flow field due to AO-177 propeller in wake with fins, $x=5$ ft. location

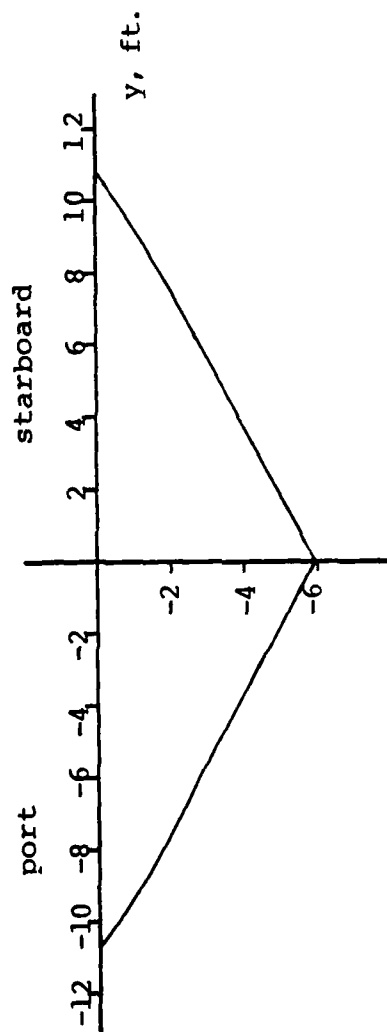


Figure 8 Section shape of AO-177 at Station 19.5

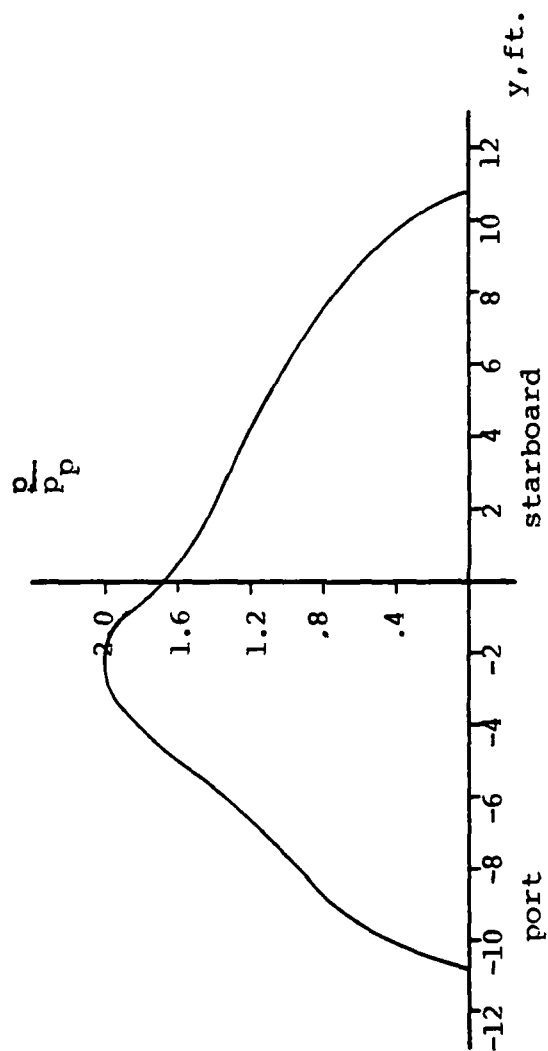


Figure 9 Variation of pressure relative to local propeller free space pressure along ship section corresponding to AO-177 Station 19.5, flow field due to AO-177 propeller in wake with fins, $x=5$ ft. location

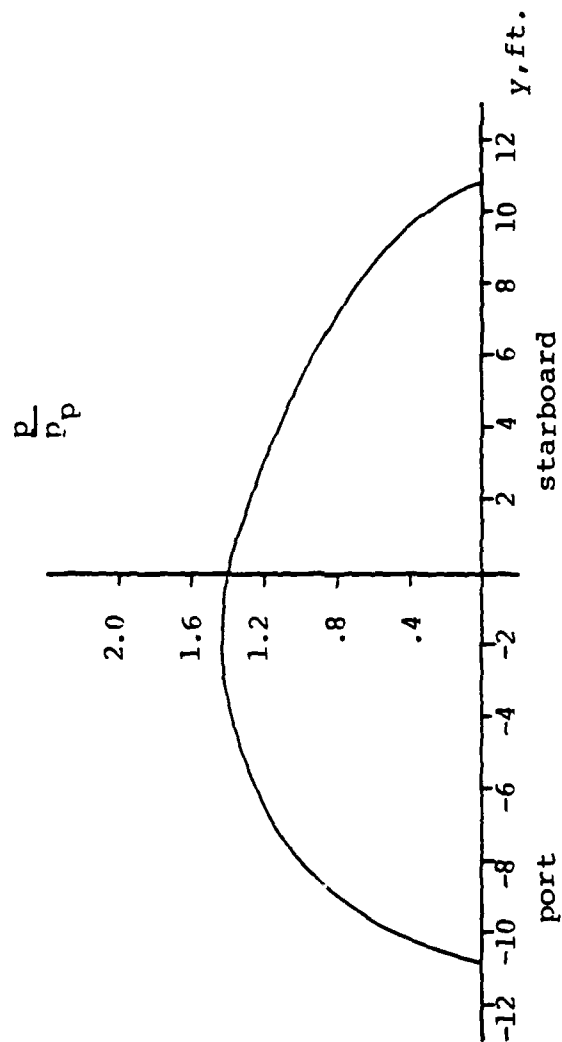


Figure 10 Variation of pressure relative to local propeller free space pressure along ship section corresponding to AO-177 Station 19.5, flow field due to AO-177 propeller in ship wake, $x=-6$ ft. location

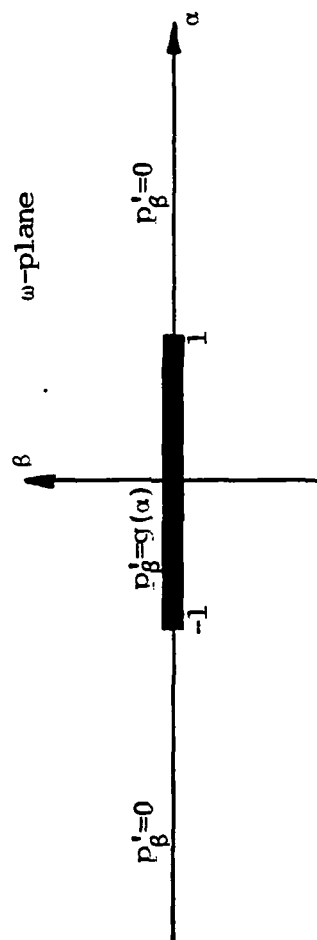


Figure 11 Boundary value problem in transformed w -plane for free surface rigid wall condition

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